CYCLE NEWS®

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Unadilla U.S. GP

Johnson wins, Hannah says goodbye

America's weekly motorcycle newspaper

TIME DATED MATERIAL MAILED JULY 11, 1989

In the WIND

BY PAPA WEALEY

Italy's Alessandro Puzar (Suz) won both motos in round nine of the World Championship 125cc MX Series in Killinchy, Ireland, July 9. American riders Mike Healey (KTM), Trampas Parker (KTM) and Bobby Moore (KTM) filled out the top four positions. Healey went 3-2; Parker 2-4 and Moore 4-3. Puzar gained 10 points on series points leader Parker, 307-263. Third in points is Healey with 199; Moore is fourth with 180.

Ed Lojak (Kaw) scored the overall and 250cc class win in the ninth round of the AMA National Championship Hare Scrambles Series in Millville, Minnesota, July 9. Rounding out the top five were Scott Plessinger (Kaw), Joe Zierman (Yam), Scott Summers (Hon) and Jim Stanfield (Kaw).

Sonoma, California's Sears Point International Raceway has finalized arrangements with the AMA for its August 11-13 National Road Race Series event. Superbikes will be missing from the program, reportedly to lighten Sears Point's financial outlay. Rounds of the Castrol 250cc Grand Prix Championship Series, the Circle Bell Pro Twins Championship, AMA/CCS Yokohama 600 and 750cc Supersports Series and the EBC Brakes U.S. Endurance Series will run, plus AHRMA Historic Cup races.

On Thursday, July 6, the California Senate passed, by a 24-10 vote, a bill calling for mandatory use of helmets by all motorcyclists. The bill — AB8, virtually identical to the one vetoed by Deukmejian last year, is the work of Assemblyman Richard E. Floyd (D-Carson) as was last year's. Tom Beermann, the governor's deputy press secretary, said, "Given that the bill is essentially the same as last year's and the same set of circumstances exist, if the bill reaches the governor, the same result will ensue. He will veto the measure."

The Illinois Motorcycle Dealers Association-promoted DuQuoin (Illinois) Mile round of the Camel Pro Series will take place on Sunday, July 23, not the previous day as a Camel Pro Series ad in our July 5 issue stated. According to IMDA's Tote Gray, for the first time in several years, beer will be available at DuQuoin. Papa reminds one and all, "Know when to say when."

MOVED: Suspension by Jake, the motocross and off-road bike suspension firm, to 17902 S. Star of India, Carson, CA 90746, 213/327-4791; formerly a division of Aero Supply Corp., the firm is now an independent company owned and operated by Jake Thompson.

A new guide to off-highway vehicle riding areas in California is available at State Vehicular Recreation Areas. The guide includes a map and listing of areas managed by the California Department of Parks and Recreation, the U.S. Forest Service, the Bureau of Land Management, as well as areas managed by counties, cities or other jurisdictions. The guide also has a section with safety and preparedness tips and legal requirements for off-highway vehicle use in California. Individual copies of the guide are also available free of charge by contacting: Publications Section, Department of Parks and Recreation, P.O. Box 942896, Sacramento, CA 94296-0838, 916/322-7000.

The Mid-Atlantic Roadracing Club (MARRC) has announced they'll honor a deserving novice road racer each year for three years via the Jeff Brown Memorial Award. Novice road racer Jeff Brown of Adelphi, Maryland, was killed in a street riding accident at the beginning of the year. His widow, Susan Brown, donated $2000 to MARRC to be split between the award and the MARRC Safety Crew. An award of $500 will be given to a novice racer who is a MARRC member and an active racer in the Mid-Atlantic Region. Applicants for the award will be judged on their sportsmanship, professional approach and racing talent. To apply for the award, submit a written statement of 100 words or less, stating how you think the person being nominated meets the above qualities. You may nominate yourself or a fellow racer. Nominations must be sent to MARRC, P.O. Box 2292, Wheaton, MD 20902, and must be received before September 10. Call Mike Green (301/253-2807) or Steve Harrison (703/690-2699) for further information.

The results which appeared with our coverage of the June 3-4 short track in Sturgis, South Dakota, in the July 5 issue were incorrect. The correct results can be found in this week's Results section.

Bikes coming back to the pit area from a fast lap of Spa during the Belgian GP road race meet showed remarkably little front tire wear, considering the ultra-fast corners. Team Lucky Strike Roberts coordinator Warren Willing explained why, with the help of data from the team's on-board computer. "We've found that above 160 kilometers per hour (approximately 100 mph), the bike mysteriously becomes 50 kilograms (110 pounds) lighter. It's the effect of air pressure on the fairing."

The man who manages the American clique of racers, Gary Howard, was at Spa, reportedly to look for a ride for John Kocinski next year (Honda has been mentioned in this regard). Howard got into managing racers as Kenny Roberts' manager. Since then, he has added to his portfolio, and now performs a remarkable juggling act managing the often conflicting interests of a clutch of racers — Wayne Rainey, Eddie Lawson and John Kocinski, and race team owner Roberts. It means he must sometimes have some stormy negotiating meetings with himself, but at Spa he had the pleasure of a full house — the 500cc class rostrum was made up entirely of his clients — at least until the results were set aside three hours down the road.

Stealthy details are emerging about a major engine change to Honda's NSR road race bike. The normal NSR single-crank V-4 has 90-degree firing intervals, giving the characteristically shrill exhaust note. But in 1989 a version of the engine was built with retimed crankpins, so as to emulate the Yamaha's (and Suzuki's) more torquey two-pistons-at-once firing order, as well as deeper exhaust note. Leaks from HRC suggest that the engine appeared for the first time at Australia's Phillip Island GP, and that Gardner raced with the engine in that form. Lawson, on the other hand, prefers the better top-end power of the evenly-timed version.

Correspondent Michael Scott says John Kocinski was "simply stunning" at Spa, getting faster and faster not merely day by day but lap by lap, and even corner by corner, in his 500cc GP debut. His bike was the Yamaha YZR500 raced at Phillip Island by Michael Dowson, comprising basically a 1988 frame with an updated engine. It lacked the inverted forks of the '89 bikes, and ran steel brakes — then it was damaged in a crash in the second leg of the GP. Kocinski switched to Magee's spare, with the bike prepared so hastily that, according to Kocinski, "we were still adjusting the levers on the start line." Riding this strange bike in the wet, Kocinski discovered that "it was much faster than mine," then set about using what it offered. After five laps, he was lapping faster than Eddie Lawson. "He's special," said Scott.

Although he was scheduled to ride in the July 16 French 500cc GP, John Kocinski will not ride at Le Mans. The Modesto, California, resident says his wrist is still bothering him and he needs the time off to make it right: "I've raced every weekend and I just need to let it rest. Suzuka (Eight-Hour) is the week after (the French GP) and that race will probably be hell on my wrist, so I've decided to sit out France. I'd like to do more (500cc GPs) if I get the chance this year."

Gritty injury victim Wayne Gardner's leg, which he broke at the U.S. GP in April, may not be better yet, but his period of recuperation is definitely over. Fresh from the Belgian GP, where he retired with a broken brake disc, he was due to fly to Japan with Michael Doohan to test their Honda 750cc four-stroke Suzuki Eight-Hour mount. But the one-time Wollogong Wild One risked further leg injuries when he revealed this information, due to his endearing (to members of the press corps) habit of putting his foot in his mouth. "I shouldn't have told you that," he said with a grin at the Rothmans press conference following the Belgian GP. "It was supposed to be a secret, but it's out now."

Dunlop's team members were left racking their brains after the Belgian GP, trying to remember another race when they had won every class they entered. The bikes of Hans Spaan (125cc), Jacques Cornu (250cc) and Wayne Rainey (500cc) were all Dunlop shod. Then they were relieved of wondering whether to claim a first when Rainey was stripped of his victory.

American 250cc Grand Prix competitor Andy Leisner broke his collarbone during the Belgian GP and is currently recuperating at home in southern California. Leisner had qualified 15th in Belgium on his Team Katayama Honda RS250, the first production-based bike and one position ahead of his NSR250-riding teammate, Spaniard Daniel Amatraian, but crashed during the race when his intermediate tires overheated on the drying track. Leisner will miss the next round of the series in France, but will return in time for the British GP at Donington Park, August 6.

The Antelope Valley Press reports that Agajanian Enterprises, operators of Gardena, California's Ascot Park which is due to close at the end of 1990, are considering building a racing complex in the Lancaster-Palmdale area of the Antelope Valley, which is located northeast of Los Angeles. Agajanian Enterprises paid all expenses for three Lancaster City Council members and the City Manager to fly to a NASCAR race in Charlotte, North Carolina, over the Memorial Day weekend. According to the Antelope Valley Press, the racing complex would consist of a paved one-and-one-quarter-mile banked oval speedway, a drag strip, and a dirt half-mile oval. In addition to Antelope Valley, other sites are being considered. Coincidentally, the sports editor of the Antelope Valley Press is former *Cycle News* editor Dale Brown, who covered many Ascot races during his tenure with this publication.

Italian road racer Luca Cadalora will make his 500cc Grand Prix debut at the British round of the World Championship at Donington Park on August 6. Cadalora will ride a third Marlboro Yamaha, along with Freddie Spencer and Niall Mackenzie, in England. Cadalora has been campaigning the 250cc GPs for Giacomo Agostini's Marlboro team and he won the British 250cc GP at Donington Park last year.

Ross Langlitz, 70, founder of Langlitz Leathers, died at his home in Lincoln City, Oregon, Saturday, July 1, of a ruptured aorta. Langlitz, who was believed to be the first leather garment manufacturer to produce jackets with zippered sleeves and jackets-

(Continued to page 4)

CYCLE dreams

That dreaming was what I got to do, and the riding I wanted just went to my head.

A bad tooth and penicillin was what really wrecked my weekend fun. The pain and then fever kept me off my motorcycle and threw me in bed. And that ache behind my eyes still hurts. But the dreams! Hey! The dreams I had were awesome, some of the best ever! One was that I'd flown to Unadilla with Bob "Hurricane" Hannah and was soaring like an eagle alongside our retiring champ. Another had me reaching back into our own video mythology and riding the river roads with Jim Bronson again. We were good buddies, side by side. Hangin' in there! Still another was about flickering chases in old Keystone Cop reels, and then those black-&-white war movies where machine gunners in trenchcoats would fly off their bikes. And it took me right into the latest of Indiana Jones, that side hack scene with Ford and Connery, riding to beat hell and stay ahead of the worms. I was worn out, wringing wet with the hypers of fever! And when I woke, a new day was just coming through. The room was all soft in an odd sort of light; it seemed to float up before me and take over my mind. I lay there wondering about all those rides, from whence they'd come and where they'd gone to. And my question to myself — was I going out today? Did I have a plan? Some fresh unexplored road ready and waiting, with partners all set? I didn't know! Then the hour struck in another room and mockingbirds sang through the yard like it was all brand new, the world made over again. And suddenly I remembered. My weekend was history; it had to be Monday once more. Back to work time. The telephone would ring; I had calls to make. There was unfinished business that had to get done. But something else, too. And just as important — maybe even more so. Those dreams of mine had to be dealt with and answered, somehow they had to be lived out in real life. Dreams can't just be shoved under. Dreams have to become. They have to happen while we're awake. And thank God for motorcycles. Without them, dreams might only be dreams. And nothing more.

William Edgar

Over the edge

"I always thought the low groove was the money groove."

CURT HUMMEL PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Rick Johnson (16) passes Jean-Michel Bayle (111), while Mike LaRocco gets forced off the track; Johnson won both motos for his second-straight 250cc GP victory at Unadilla. (Inset) Bob Hannah takes a sentimental last-lap journey around the Unadilla track following the second 250cc moto. See page six for race coverage. Photos by Kinney Jones.

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VOICES

Helping hands

While on my way to Brainerd, Minnesota, for the World Championship Superbike Series race, I encountered some engine troubles with my Canadian spec Yamaha RZ350 at Fargo, North Dakota. Calvin at University Motors in Fargo lent me some tools so I could work on the bike in the parking lot. When it was deemed terminal, the manager, Gary Groth, lent a hand. He took the bike and my gear to his house and is currently storing it until I can get back there for it.

University Motors is an excellent dealership and the riders in the Fargo/Moorehead area are lucky to have them. Thanks again!

RICK BRADSHAW
CMA Region Chairman/
National Director
Yorkton, SK, Canada

Track diagrams

When you write about the 500cc GP road race series you almost always include a diagram of the track. I am a diehard motocross racer and would like to see the same done for both supercross and outdoor Nationals held both here and abroad. Please consider this, as I am sure it would be interesting to others as well as myself.

MICHAEL BOJSZA
Red Deer, AB, Canada

We'll try to comply with your request whenever it is possible, i.e. when such diagrams are available. In this issue, you'll find a track diagram accompanying our report on the U.S. 250cc MX GP at Unadilla . . . Editor.

Who is that guy?

One question that must be burning in many minds is: Who is Trampas Parker?

DENNIS EATON
Imperial, MO

To find out more about the 21-year-old rider from Louisiana who is the current World Championship 125cc MX Series point standings leader, check out next week's Cycle News *for a Trampas Parker interview . . . Editor.*

Godspeed, Gary

This letter is not easy to write, but a few things just have to be said.

A fellow racer, Gary Callahan, was taken from us at the Pocono road race meet on June 24. It (the fatal crash) was not due to rider error, it was caused by engine failure.

Gary was a damn good teammate (Thumper Racing) and I'm sure that anyone who knew Gary will tell you the same. He was always willing to help solve a problem or lend a hand anyway he could.

This guy loved racing! I know that line has been used before, but Gary really loved the sport, and he was very good at it. His dedication to racing was outstanding, and so was his outlook on his fellow racers.

I would like to compliment the medical staff, corner workers and WERA officials for handling a tough situation in a first class manner.

Fellow racers, we lost a good one.

BILL ALSTON
Lansdowne, PA

Super Hunky says . . .

Recently, Petersen Publishing ran two full-page ads in your fine publication, in which they used my name to endorse their magazine, Dirt Rider.

I want to make it crystal clear that I do not endorse the current staff of Dirt Rider and never have. When I did an endorsement for Dirt Rider (1986-87 ad campaign), they had a hard working crew and were doing one hell of a good job.

At that same time, I felt that Dirt Bike was sitting back on its haunches and treading water. All that has changed dramatically.

I honestly feel that the staff of Dirt Bike under Ed Arnett is a hard working, solid crew, and my loyalties are with them. Dirt Bike was the original, and Dirt Rider is a pleasant imitation. However, when they have to resort to illegally using my name to push their product, they tend to become a rather cheap imitation.

Because of the actions of Petersen Publishing/Dirt Rider Magazine, I have been forced to seek legal action to protect illegal use of my name.

The recent Dirt Rider ad states that they don't like B.S., a good old fashioned dirt biker phrase. Might I suggest that they take a shovel and get the B.S. out of their own stable first?

Thanks for the space. And keep my subscription to *Cycle News* coming.

RICK SIEMAN
Senior Editor, Dirt Bike
Granada Hills, CA

The "hard working" Dirt Rider crew Sieman refers to consisted of former Cycle News *editorial staff members Charles Morey, Mark Kariya and Karel Kramer. The current Dirt Rider editorial staff consists of Morey, Kariya, Kramer and former Dirt Bike editor Tom Webb. At the time Sieman endorsed Dirt Rider magazine, he was a former editor of Dirt Bike; he has since returned to work for Dirt Bike . . . Editor.*

When in doubt . . .

So, Scott Russell raced at Loudon with a broken collarbone! I'm sure you have enough respect for the intelligence of your readers to have checked the medical report before printing the story.

Did you see the medical report? Inquiring minds want to know.

SHELLY STROBEL
Watson, LA

Dr. Craig Baldwin, the attending physician, said, "It was a fresh break of his collarbone. We only saw him when he crashed Friday morning. What difference does it make? He rode like a champ. If anything, he was making believe that he wasn't hurt, so he could ride. I had no problem with him riding. It's no problem except in tolerating the pain. I'm amazed that he could do as well as he could." . . . Editor.

Great week

The words Mammoth Mountain were always mysterious to me. I have read articles about it (the annual MX) and had been told how good it is at Mammoth. But after being there for the first time this year, I now know what no story can tell. With people like Ken Baer, Debbie Chapman and every single worker at Mammoth I had contact with, I can't see any way anyone could put on a finer run event. The AMA should have summer camp at Mammoth next year. They would learn more than a few things.

To all the people who had anything to do with Mammoth's event, thanks. It was a great week in my life.

TED DE VOL
DeVol Racing/Engineering
Auburn, WA

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In the WIND
BY PAPA WEALEY

(Continued from page 2)

molded into a riding position, opened his business in 1947. Today it is operated by his daughter and son-in-law, Jackie and Dave Hansen.

If you're a Second or Third Division speedway racer, you can get sideways at Ascot Speedway in Gardena, California, every Friday night through November 3. Racing starts at 7 p.m.; registration is $25. For more information, call 213/515-5115.

Matt Benson of Mt. Jewitt, Pennsylvania, has been named executive director of the American Historic Racing Motorcycle Association (AHRMA). Benson replaces Gary Winn, who resigned from that position earlier this year, due to other business commitments. Benson's primary duties will include coordinating AHRMA activities, editing the association's newsletter and acting as press contact for the organization. During the early and mid-1980s, Benson was an AMA staff member, serving as American Motorcyclist magazine associate editor and communications manager for the association's Government Relations Department. Benson may be contacted at 814/778-2291 (P.O. Box 692, Mt. Jewett, PA 16740).

Papa has had our editor standing in a corner since last week's report on the July 1 Hagerstown Half Mile round of the Camel Pro Series hit the newsstands. In that report, the old guy had Doug Chandler winning

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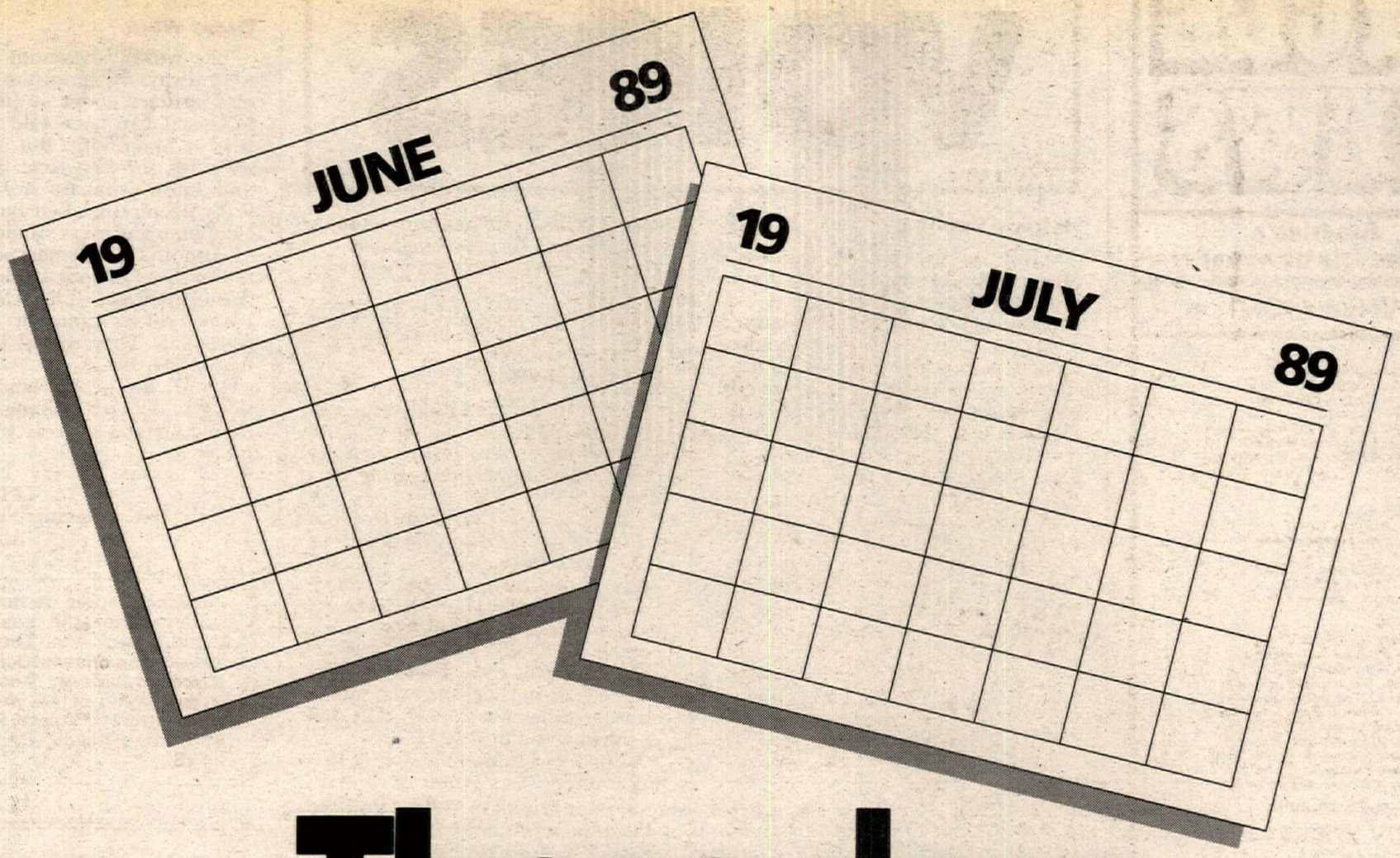

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Jean-Michel Bayle (111) leads Rick Johnson (16), Johnny O'Mara (46), John van den Berk (1), Pekka Vehkonen (2), Jeremy Whatley (5) and Doug Dubach (25) to the second corner at the start of the first moto. Johnson took his second straight Unadilla victory while Bayle was the runner-up.

Bob Hannah ended his racing career with charges through the pack in both motos. Even with a 9-12 score he captured most of the attention.

World Championship 250cc MX Series: Round 7

Johnson wins, shares spotlight with Hannah at Unadilla

By Nate Rauba
Photos by Kinney Jones and Rauba

NEW BERLIN, NY, JULY 9

Team Honda's race team consultant Roger DeCoster said it best when Rick Johnson returned to the pits after winning the first moto of the 250cc U.S. Grand Prix at Unadilla Valley Sports Center.

"The boss is back," DeCoster said to Johnson, who was competing in his second major race since recovering from a serious wrist injury suffered in early March. His first major race was one week earlier when Johnson returned to National action and finished third overall.

And Johnson backed DeCoster's words with another victory in moto two for his fourth straight U.S. GP moto win and second consecutive overall triumph.

"I proved a point," Johnson had said following his first-moto triumph, "I'm not dead yet." He later added, "I'm sore and tired, so the win hasn't sunk in yet."

But it wasn't all Johnson's day, for much of the glory also went to Suzuki's Bob Hannah who retired following the event after a 13-year professional racing career. Although Hannah had to struggle from the back of the pack in each moto to 9-12 finishes and ninth overall, he was by far the crowd favorite.

In pre-race opening ceremonies Hannah received the loudest applause, and at the end of the race very few of the 15,000 fans had left the facility and they cheered as they watched Hannah take a lap of honor around Unadilla. Hannah had to cut the course because mobs of people blocked his passage. He was mobbed at the finish line, and later in the pits. Hannah vowed to stay until the last fan left and was still at the track well after darkness had set in.

In a tearful farewell upon completing his lap, Hannah said, "You guys have treated me great. You're not losing a king since a new one has stepped in — Rick Johnson."

Johnson proved he was worthy of the crown with two rides that also had the fans cheering nearly as loudly as they did for Hannah. In the first moto, Johnson spent half the race chasing Jean-Michel Bayle

of France. After being as much as six seconds behind, Johnson reeled in and passed the Frenchman just past the halfway point of the 30-minute plus two-lap moto. As Johnson scooted to the win, Bayle backed off as he didn't want to risk losing the slim points lead he holds in the championship standings.

Finland's Pekka Vehkonen, who is chasing Bayle for the title, finished the first moto third after Johnny O'Mara, in a repeat of his 1986 heartbreaker, ran out of gas on the final lap. Holland's Gert-Jan van Doorn was fourth and Yamaha's Micky Dymond charged up to fifth.

In the second moto Johnson spent less time in second, passing the leader and reigning 250cc World Champion, John van den Berk of Holland on the third lap. Late in the moto, van den Berk retook the lead when Johnson crashed, but less than a lap later it was the Dutchman going down as Johnson applied pressure. Johnson cruised to the moto win and overall victory, while van den Berk recovered for second. Bayle finished third despite crashing while running behind Johnson and made it a semi-American 1-2 in the overall results since he rides under an American license. Dymond had an up-and-down ride to claim fourth in the moto ahead of Vehkonen, but the Finn edged him out of third overall. Sweden's Peter Johansson turned in a pair of sixths to round out the top five overall.

On being named the new king by Hannah, Johnson said, "It's always an honor to get a compliment from Hannah. It means a lot."

Although he would've liked to have beaten Johnson, Bayle wasn't too disappointed with the day as he picked up six points on Vehkonen and now leads the series by 17, 178-161. Van den Berk saw his title hopes become slimmer when he DNF the first moto. He now has 139 points and is 14 ahead of van Doorn. American Rodney Smith picked up a few points for seventh in the first moto to move into fifth in the standings, one point ahead of Italy's Michele Fanton. American Broc Glover, who is campaigning the entire series, had problems all day, but still picked up points on Fanton with 10-14 finishes and trails the Italian by only three points.

In the 125cc Support class, Honda's Jeff Stanton raced a 125 for the first time and muscled the smaller machine to both moto wins.

"I wanted to ride and get some track time in," said Stanton, who was riding in order to familiarize himself with the track in preparation for the 125/500cc National at Unadilla later this year.

Honda teammate Mike Kiedrowski was the runner-up with a pair of seconds, and Yamaha's Damon Bradshaw completed the top three with two thirds.

250cc GP

Bayle, the 1988 125cc MX World Champion who spent the winter riding here in the U.S. and won the opening 250cc National before returning to France, set fast qualifying time in practice and quickly picked off Johnson at the start of the first moto. Glover held third through the first few turns until van den Berk charged by, while Jeremy Whatley held fifth over O'Mara, Vehkonen, Rob Herring, Smith and Johansson. Hannah was running nearly last.

"I just got a bad start," Hannah said. "I'll admit, I'm a sissy on the starts."

Bayle immediately set a blistering pace and as Johnson stayed in his tracks the pair left the rest of the field behind. O'Mara got by Whatley on the first lap then took third from van den Berk on lap two. Whatley quickly began to fade as Glover, Vehkonen and Herring all went by also, and he would eventually be credited with 28th. Next it was Glover's turn to slip off the pace as his stomach began to bother him.

"I was too nervous and tried too hard," Glover said. "I wanted to do well."

Vehkonen and Herring quickly passed Glover as they battled for fifth, and the skirmish ended on lap three when Herring crashed in the "Screw-U" gulch, the same section of track that claimed him in the first moto last year. Vehkonen was soon alone in fourth as van den Berk's ignition failed.

Up front, Bayle was flying and had put several seconds on Johnson, and both were far ahead of O'Mara. Vehkonen was fourth, while fifth was unsettled for several laps until Fanton won a fierce battle over Smith and Glover. Johansson also joined the fray and eventually fought his way past them all. Smith soon dropped back and Fanton fell back also.

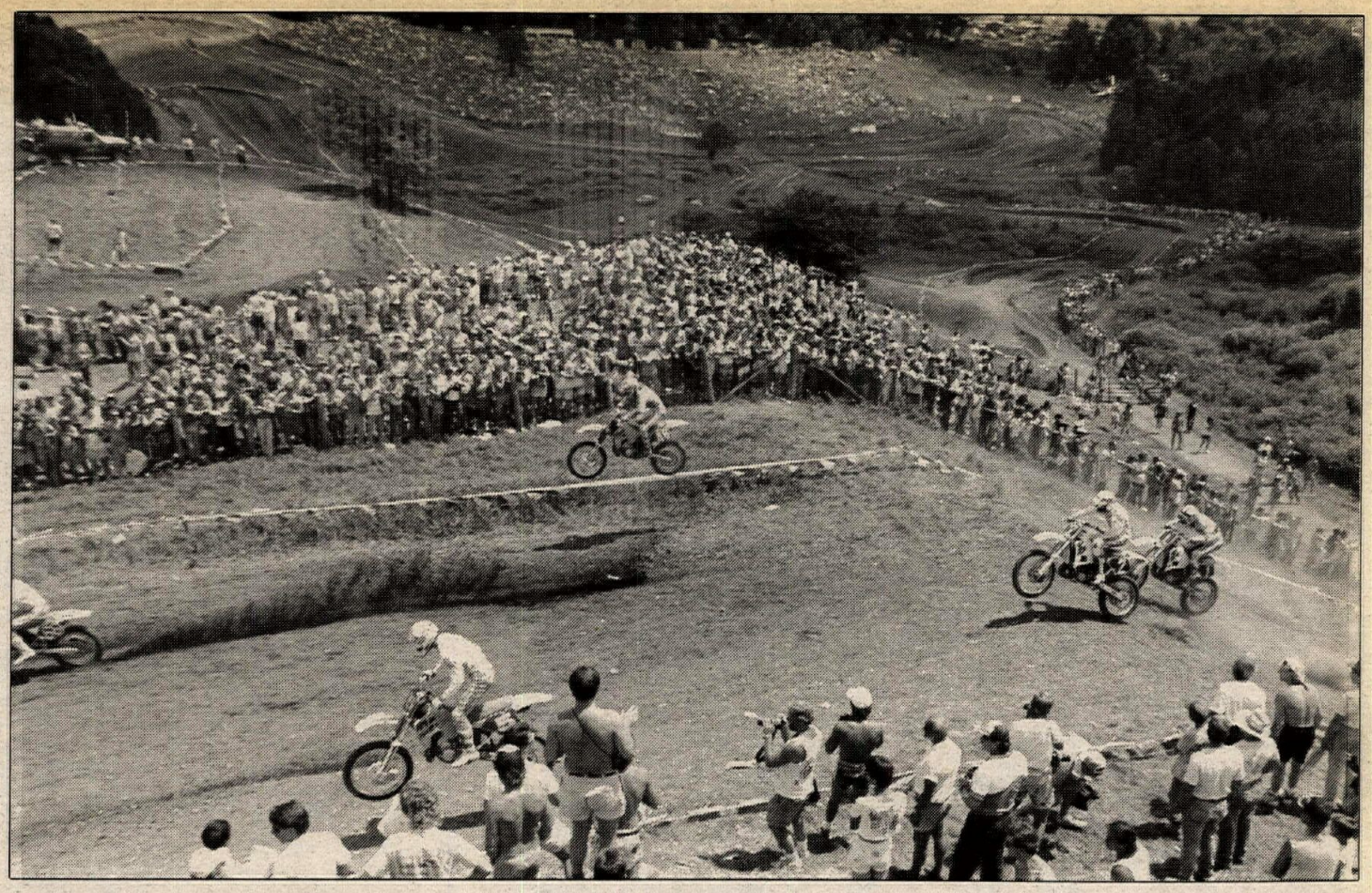
"I was having problems," said Smith. "My feet were coming off the pegs and I got roosted so bad I got dirt in my throat and couldn't get my breath."

Nearing the halfway point, Johnson turned up his pace and began to catch Bayle. Soon he was on Bayle's tail and on the 10th lap pulled alongside the Frenchman on a rough uphill and passed him at the top.

"I knew if I kept him in sight it would mess up his head since he's been running away (in other GPs)," said Johnson.

"I had problems with lappers," related Bayle. "It broke my rhythm and I made mistakes."

Once in the lead, Johnson quickly pulled away as Bayle backed off to protect the points for second since O'Mara was far behind. Vehkonen got close to O'Mara at one point when the Suzuki rider fell, dropped back, then inherited third on the last lap when O'Mara ran out of fuel. Johansson continued to charge and got close to Vehkonen late in the race, but near the end the Swede would fall to the charging Dymond, who had battled his way up from a close encounter with first-turn traffic.



Whatley (5), O'Mara (46), Vehkonen (2) and van den Berk launch out of Gravity Cavity. O'Mara ran out of gas in moto one and van den Berk's ignition failed. Vehkonen finished third overall with a 3-5 score.

Gert-Jan van Doorn (4) and Micky Dymond (20) prepare to pass Rodney Smith in the first moto. Smith moved to fifth in the points standings.

In typical hard-charging Hannah fashion, the Hurricane blew through the field after his poor start, picking off riders on almost every lap. A message on his pit board that told him he was catching Glover also helped fire the charge, and once the battle for first calmed down, you could tell where Hannah was on the track by the cheering of the crowd. But even Hannah's best charge couldn't get him any higher than ninth behind Shaun Kalos and Smith.

"When you wrote 'Broc' I turned into an animal," Hannah told mechanic Mike McAndrews after the moto. "I thought I was in shape," he said later, "but I didn't contemplate having to pass everyone."

O'Mara, who ran out of gas on the last lap while leading the second moto in '86, had the same problem strike again with only a short distance to go. He packed it in after the moto.

"I was doing as well as I could," said O'Mara. "But I'm not in contention and have a blistered hand. I'll save myself for next week, there's no sense in going back out there."

The race was O'Mara's first since he broke two toes, bruised his heel and strained his knee one month prior to the event.

Van den Berk and Vehkonen led the way through turn one at the start of moto two. Bayle immediately passed Vehkonen, but as they sorted out, Johnson got them both as they flew out of Gravity Cavity for the first time. Hannah got off to a slightly better start and was around midpack, but got knocked off before the first lap was complete.

"Somebody took my front wheel where it wasn't supposed to be," said Hannah.

Johnson wasted no time applying pressure to van den Berk, and as he waited for an opening to pass, Bayle moved in from third to make it a tight three-way battle for the lead. The battle didn't last long, though, as Johnson motored by on the third lap at the same uphill where he got Bayle for the lead in moto one.

"He was strong since he didn't ride much of the first moto," said Johnson. "I couldn't try to set him up because of the roost, so I just passed him the first chance I got."

Van den Berk stayed close to Johnson for a lap but the Honda pilot began to pull away and left the Dutchman to Bayle. Vehkonen was

Broc Glover (66) ran near the front early in moto one before dropping back, while Swede Peter Johansson (8) worked up to sixth in each moto.

When Johnson crashed in moto two, van den Berk took the lead for nearly a lap until he also crashed just after this photo was taken.

Van den Berk (1) leads teammate Vehkonen (2), Johnson (16) and Bayle (111) at the start of moto two.

Jeff Stanton (7) worked his way to the front in both 125cc Support class motos. Here he chases runner-up Mike Kiedrowski in moto two.

in fourth with Suzuki's Ron Tichenor close behind, and he was followed by van Doorn, Dymond and Johansson. Bayle got van den Berk on lap five and Tichenor moved by Vehkonen. A little further back Dymond was pressuring van Doorn.

When Bayle moved into second Johnson was already five seconds ahead, and the margin continued to grow. A few laps after taking over second, Bayle crashed and dropped off the pace, allowing van den Berk and Tichenor to get by.

"I swapped and crashed," said Bayle, illustrating his point with his arms and hands. "I was going for first, maybe too quickly."

Dymond passed Vehkonen, van Doorn had Johansson on his tail, and Hannah was back around 20th. A lap later Tichenor crashed hard and was on the ground, while Dymond was back in seventh with banners wrapped in his rear wheel at the tail end of a close battle with Johansson and van Doorn.

"I went around Tichenor's bike and sucked up some banners and lost the rear brake," said Dymond.

Tichenor stayed on the ground and was eventually carried from the side of the track, but luckily escaped with only a headache and bloody nose and was able to tell what happened.

"I took a little different line," he explained. "The back end kicked, caught, then went the other way and threw me sideways." Tichenor had also crashed in the first turn in moto one, and then ran out of gas.

At the halfway point the top three spread out while Johansson began to pressure van Doorn and they both moved in on Vehkonen who held fourth. Dymond wasn't far behind and Hannah was up to 15th but didn't seem to have the same drive as he had exhibited in the first moto.

"I didn't think I was going anywhere," said Hannah "I could've charged to 10th quickly or slowly."

Dymond adjusted to his situation and picked off van Doorn, who began to slide back to 10th, Johansson and finally Vehkonen.

"Of course I tried to follow Dymond," said Vehkonen, "but he was fastest and I didn't feel so good. I didn't have good technique today."

Back in seventh, Mike LaRocco, who had been battling for the position for nearly the entire race, fought off Yamaha teammate Shaun Kalos. But Kalos was passed before the finish by teammate Doug Dubach, who overcame stomach problems early in the moto.

With Johnson a good 10 seconds clear of van den Berk late in the race, it looked like it would be another routine finish. But with just over two laps remaining Johnson lost the lead.

"I came up the hill, the same one where Tichenor crashed, and hit a rock with my front wheel," explained Johnson. "I tried to ride it out."

Van den Berk went by the downed Johnson and was a few seconds ahead when Johnson got going again, but Johnson charged and was quickly on the new leader's tail. Then it was van den Berk's turn to make a mistake less than a lap later.

"I took an outside line in an off-camber turn and the front end slid out," van den Berk said. "I was going to try everything; it was either win or crash."

Johnson had an even bigger lead than before and coasted to the win 15 seconds ahead of van den Berk. Bayle was a distant third, and Hannah didn't quit and charged up to 12th behind Soren Mortensen.

Glover had followed in Hannah's wake most of the race and ended up 14th. Smith was never a factor in the moto as he got a bad start and had to fight stomach cramps and he finished out of the top 15 points-paying positions.

Hannah took one last lap, then parked his competition machine for good. Although he didn't retire with a win, Hannah was only slightly disappointed.

"I said if I got 15th and walked off, drinking a beer, I'd be happy," said Hannah. A friend quickly added that there were plenty more beers, and Hannah added, "I may not walk off after all.

"I had to do it (retire) sooner or later," Hannah continued, "I'm glad there's a new king. It's been fun."

"I wasn't 100% this week," said new king Johnson. "My hand started to hurt and was sore at the end. It's over and now I want to be ready for the 500cc Nationals."

125cc Support

Jeff Stanton got pushed wide at the start of the first moto and was forced to play catch-up while Damon Bradshaw and Larry Ward struggled for first. Stanton worked his way to Ward's tail, passed him and eventually took the lead when Bradshaw looped out at the top of a hill.

From then on Stanton motored away while Mike Kiedrowski charged up from a poor start and stuffed Bradshaw at the bottom of Screw-U for second late in the race. Ward had problems and fell off the pace to finish fourth behind Bradshaw and ahead of Chris Coleman.

Stanton started fourth in the second moto and picked his way to the front once again. Bradshaw held the lead for a while but said he stalled in a corner and crashed when Stanton hit him from behind. Stanton, on the other hand, claimed he was brake checked, hit Bradshaw's rear wheel and took him out.

Whatever happened, Stanton was gone with first once again as Kiedrowski moved into second and stayed there despite falling. Bradshaw recovered from his crash to take another third, while Ty Davis, who crashed in the first turn in moto one, claimed fourth over Denny Stephenson. ●

Results

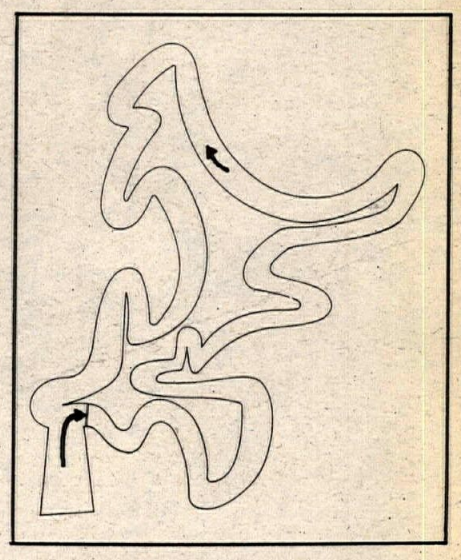
O/A: 1. Rick Johnson (Hon); 2. Jean-Michel Bayle (Hon); 3. Pekka Vehkonen (Yam); 4. Micky Dymond (Yam); 5. Peter Johansson (Yam); 6. Gert-Jan van Doorn (Suz); 7. John van den Berk (Yam); 8. Shaun Kalos (Yam); 9. Bob Hannah (Suz); 10. Mike LaRocco (Yam).

MOTO ONE: 1. Johnson; 2. Bayle; 3. Vehkonen; 4. van Doorn; 5. Dymond; 6. Johansson; 7. Rodney Smith (Suz); 8. Kalos; 9. Hannah; 10. Broc Glover (KTM); 11. Marnicq Bervoerts (KTM); 12. Peter Dirkx (Hon); 13. Yannig Kervella (Hon); 14. Soren Mortensen (Kaw); 15. Doug Dubach (Yam).

MOTO TWO: 1. Johnson; 2. van den Berk; 3. Bayle; 4. Dymond; 5. Vehkonen; 6. Johansson; 7. LaRocco; 8. Dubach; 9. Kalos; 10. van Doorn; 11. Mortensen; 12. Hannah; 13. Christian Bayle (Hon); 14. Glover; 15. Kervella.

125cc SUPPORT: 1. Jeff Stanton (Hon) 1-1; 2. Mike Kiedrowski (Hon) 2-2; 3. Damon Bradshaw (Yam) 3-3; 4. Larry Ward (Hon) 4-8; 5. Chris Coleman (Kaw) 5-7; 6. Ty Davis (Suz) 10-4; 7. Denny Stephenson (Kaw) 9-5; 8. Mickey Kessler (Kaw) 7-15; 9. Jeff Matiasevich (Kaw) 8-16; 10. Todd DeHoop (Suz) 19-6.

250cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Bayle (178); 2. Vehkonen (161); 3. van den Berk (139); 4. van Doorn (125); 5. Smith (104); 6. Michele Fanton (103); 7. Glover (100); 8. Roland Diepold (88); 9. Johansson (86); 10. Jeremy Whatley (81).



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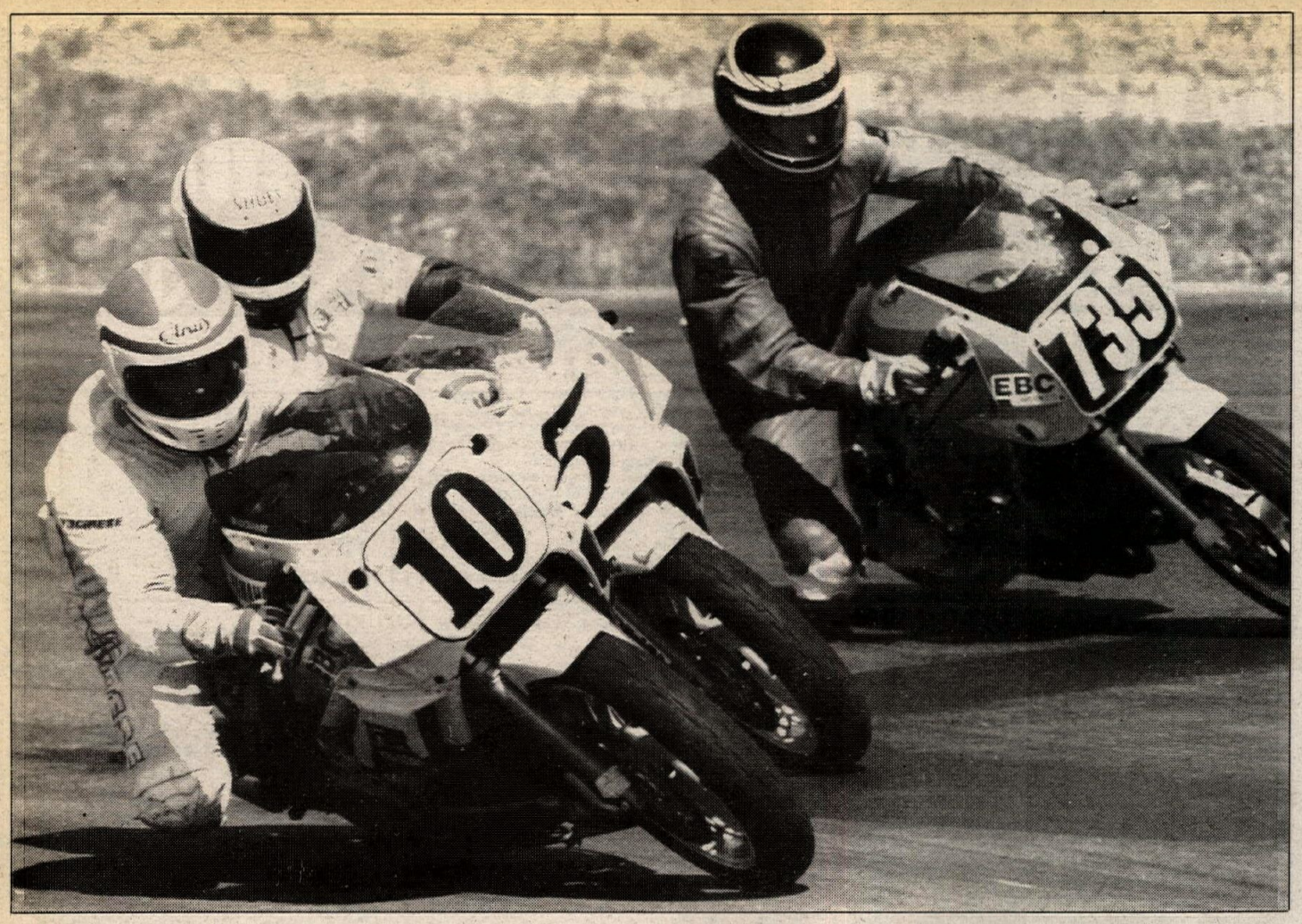
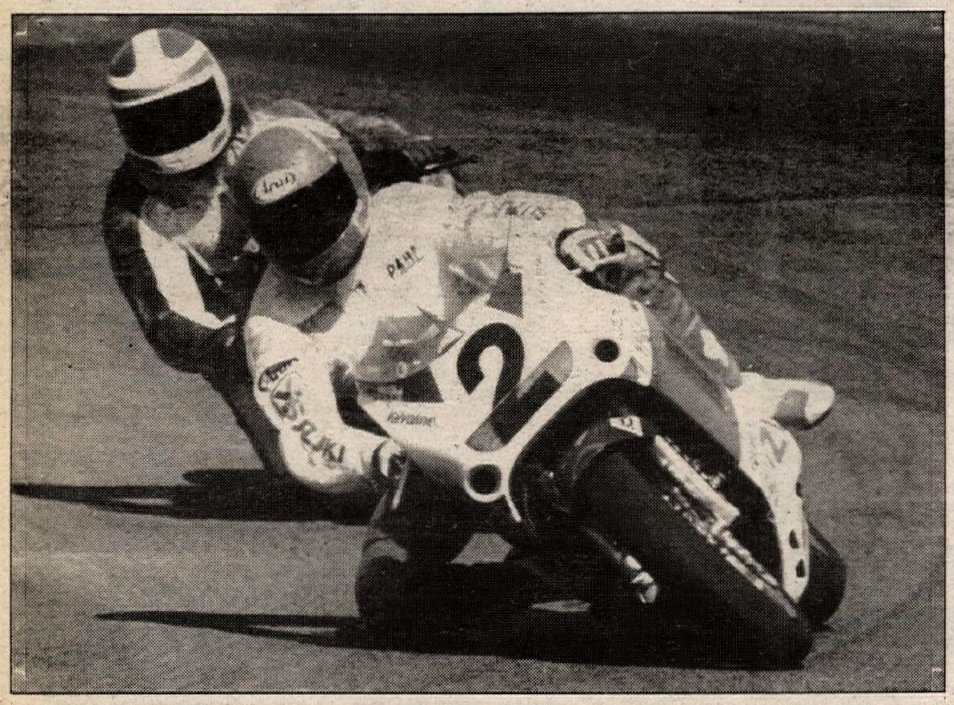


Team America (10) and Royale Racing (5) were this close most of the day. Royale finished second overall.



Winner Team Suzuki's Paul Bray (2) was shadowed by local Ray Yoder for the first 20 minutes before Yoder put Three Guys Racing ahead.

WERA/EBC Brakes National Endurance Road Race Series: Round 7

Team Suzuki wins when Humans break at Grattan

By Larry Lawrence

GRATTAN, MI, JULY 1

Team Suzuki Endurance overcame a crash and a two-lap penalty to win the Grattan Eight-Hour, their fifth WERA/EBC Endurance victory of the season. Mike Smith and Paul Bray rode the Valvoline/Arai/Dunlop/Emgo/SBS/Fox/Tsubaki/Vance & Hines/Sunoco/Mikuni-sponsored GSXR1100 to a six-lap margin of victory over Doug Henry and Terry Bailey of Royale Racing. Team America, with riders Frank Slaughter, Don Felden and Andy Deathridge, finished a close third, losing second to Royale in the last five minutes of the race. Royale and Team America both rode Yamaha FZR600s. Defending WERA Champions the Human Race Team held a comfortable lead when their Yamaha lost a motor with only 20 minutes left in the event. The Humans finished eighth overall.

Grattan has not always been a friendly place for Team Suzuki. Neither Bray nor Smith had ever seen the track before this weekend. Both riders said they liked the track, Smith saying it was one of the best tracks he had ever been to. In practice, both riders dipped below 1:30 lap times, something that only a select few riders have ever done at this difficult two-mile circuit.

The Humans felt right at home at Grattan. Kurt Hall has won many a race here, as has teammate Tim Morrissey, and Andy Fenwick had held the track record here before. Even team captain Dave Zupan had taken home a truckload of trophies from this track in years past.

Grattan certainly favors the local riders and many of the 56 teams entered were just that — local riders forming a team for this race only.

The Human Race Team jumped out to an early lead with Hall at the controls. Hall turned several laps in the 1:27 range and held an eight-second lead after only four laps. Bray was in second on Team Suzuki and was being shadowed by Ray Yoder on the Three Guys Racing entry, one of those one-time local teams.

Other leading teams in the opening laps included Wright-Line Racing, 3-D Racing, Team Gateway, TBA Racing and E&H Racing.

Popular Canadian rider Kathleen Coburn was making her traditional appearance at Grattan in preparation for the Suzuka, Japan, Eight-Hour. Coburn ran in the top 10 for the first couple of laps but was forced to pit later with badly fading brakes.

Hall continued to extend HRT's lead throughout the first hour. Hall was riding effortlessly through the heavy traffic, passing packs of five and six riders all in one clean motion as he exited the turns. Bray, on the other hand, looked frustrated with the traffic. At times he would stuff the big Suzuki underneath a couple of riders only to have his drive ruined by two or three more riders in his way.

Twenty minutes into the race Yoder passed Bray, putting the Three Guys Suzuki GSXR1100 into second. Bray would say later that the traffic was just too heavy to take any chances on racing with Yoder.

Back a few seconds, Mark McDaniel, riding the 3-D Suzuki, was chasing Wright-Line Racing's Chuck Graves in a battle for fourth. Ned Hart held a solid sixth on the TBA Suzuki about 15 seconds back. Gene Burcham was charging forward on the CIA FZR600. Burcham was the first Mediumweight bike and just before the end of the first hour he stuffed Hart going into the esses to take over sixth.

In the second hour 3-D Racing again experienced a recurring problem with a broken oil cooler. The team made repairs but were out of contention for the win. At the end of the second hour 3-D was in 53rd place.

CIA Racing's excellent drive through the field came to an end in the second hour when their transmission failed. Burcham was picked up by TBA Racing to help them finish the race.

Second-place Three Guys Racing ran into problems with their quick-fill tank breaking on the team's first stop. Fritz Kling blasted out of the pits on the Three Guys Suzuki now in third place.

A six-bike pileup in the second hour brought out the red flag. All of the teams involved in the crash were able to make the restart. In a great display of sportsmanship, Terror Racing loaned Team BMH a radiator to help them continue after the pileup. Terror had gone out earlier and took the radiator off their endurance machine. Terror and BMH are series rivals in the Mediumweight Superbike class.

Royale Racing and Team America were quickly moving up in the standings during the second hour. America was in 17th after the first hour, Royale in 18th. At the end of the second hour Royale was in sixth, America seventh. Terry Bailey was riding in his first race for Royale since breaking his leg at Roebling Road.

In the Lightweight class Raw Racing was still without the services of Kevin Rentzell, but riding on their home track the team was still able to lead rival RKN Racing by two laps after two hours.

On the restart, it took about five laps for Mike Smith to put the Team Suzuki bike in front of McDaniel on 3-D and Kling on Three Guys Racing. Andy Fenwick was mired back in fourth, but actually in first place, almost a full lap ahead of Team Suzuki.

Smith was beginning to feel comfortable on the track. Even though team orders were to ride conservatively, Smith felt he could catch Fenwick and put his team back into the lead. Smith began pushing the big Suzuki, especially in the esses, but crashed the Team Suzuki machine when he let his emotions get the best of him. The damage was light, so Smith got back on the bike and took a couple of laps to give the Suzuki crew time to prepare to make repairs.

Smith's actions were a direct violation of the rules — he was

supposed to pull in and get the bike checked out by race officials immediately — so the laps he made didn't count. The verbal abuse that Smith took after that mistake put the normally jovial Georgian into a somber mood.

At the halfway mark, the Humans were way out front with 131 laps. A tight battle for second was going on between Wright-Line Racing, Royale Racing, Team America and TBA Racing, all with 125 laps. Team Suzuki was fixed and back on the track in sixth with 124 laps.

The rest of the race HRT rode economically trying to conserve their lead. Team Suzuki was quickly back into second, and were making up time but not at a rate that would get them anywhere near the leaders.

Wright-Line, Royale and Team America kept swapping third place back and fourth during the second half of the race. A lot would depend on whose machine would hold up the best near the end of the grueling eight-hour contest.

The day was hot and humid and TBA's Dave Schmidt dehydrated and pulled in after only a half hour of riding. Ned Hart later came into the pits when the TBA crew wasn't ready. Those unexpected problems kept them a lap out of that third-place fight.

K&L Racing won this event in the rain in 1985. This year, they led the Mediumweight Production class on a Honda CBR600 Hurricane. In the seventh hour, the team's motor spun a crank, ending their excellent day. From there, We're Human Too outraced Tools 'R' Us and Royale II to remain undefeated in the Mediumweight Production class.

The Humans made a three-minute stop in the seventh hour to change both tires. Team Suzuki got to within two laps at that point, but with only an hour left, the Humans felt safe.

Fenwick and Morrissey were going to close out the race in the final hour. Fenwick's ride was uneventful until just before he was scheduled to come in when the HRT Yamaha started to sound sick. The Team Suzuki crew watched intently as Fenwick nursed the bike in. Zupan put Morrissey back on the bike hoping he could baby the bike for the final 20 minutes. The Human crew watched hopefully, hoping to see the number-one Yamaha come around. It didn't; the race was lost.

It was a giant reprieve for Team Suzuki; even Smith was back in a good mood. Suzuki went on to win their third race in a row.

Team America's Yamaha was gradually losing it brakes in the final hour. Royale's Doug Henry went by Woody Deathridge with only five minutes left. Deathridge was powerless to do anything; his front brakes were completely gone. It was a dramatic end to an eight-hour duel between the two teams.

Wright-Line Racing crossed the line in fourth. TBA Racing held off Team Gateway by 40 seconds to round out the top five.

Raw Racing held on to win the Lightweight class after protests flew when each of the top three teams in the class claimed victory. •

Results

O/A: 1. Team Suzuki (Suz); 2. Royale Racing (Yam); 3. Team America (Yam); 4. Wright-Line Racing (Suz); 5. TBA (Suz); 6. Team Gateway (Suz); 7. We're Human Too (Suz); 8. Human Race Team (Yam); 9. Hornblower Racing (Hon); 10. RAW Racing (Yam).

H/W S/BK: 1. Team Suzuki (Suz); 2. The Human Race Team (Yam); 3. Cyclecraft Racing (Yam).

H/W PROD: 1. Wright-Line Racing (Suz); 2. TBA Racing (Suz); 3. Team Gateway (Suz).

M/W S/BK: 1. Royale Racing (Yam); 2. Team America (Yam); 3. Hornblower (Hon).

M/W PROD: 1. We're Human Too (Suz); 2. Tools 'R' Us (Hon); 3. Royale Racing II (Suz).

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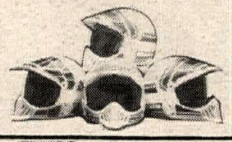

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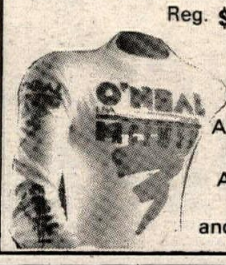
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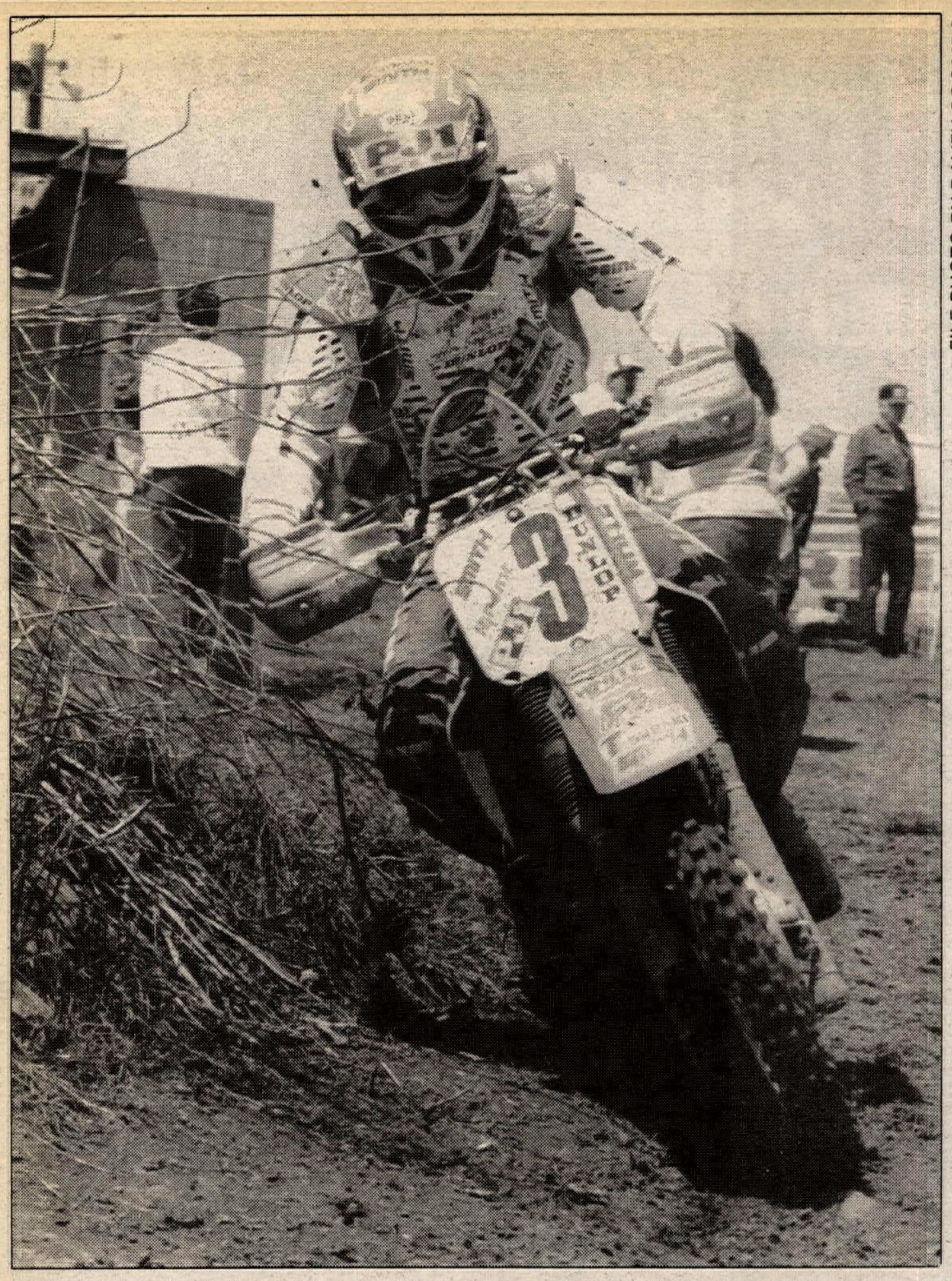

FILE PHOTO BY DAVEY COOMBS

Kawasaki's Scott Plessinger battled through intense dust to capture the overall win at the Sun Valley GP National Hare Scrambles in Idaho.

AMA National Championship Hare Scrambles Series: Round 8

Plessinger shines to Sun Valley GP win

By Mike Thuleen

HAILEY, ID, JULY 1-2

Team Green's Scott Plessinger triumphed through the intense dust of the 1989 USA Promotions' 7th Annual Sun Valley GP.

This year's course was almost identical to that of the 1986 event. Thirty-five miles long, the course began on a motocross track then shot up several ridges before dropping onto a fast road that led up to a 7200-foot high summit. After a fast descent down to the bottom of a canyon the course passed through the out-check and up into the wooded portion along a high mountain stream. Cresting another summit, the riders again found themselves in the high-elevation desert typified by the sharp, sandy and shale-infested ridges. The racers used whooped trail sections that led them up, down, and around these ridges into canyons filled with trees and the occasional mudhole.

Pleas for divine intervention in the form of rain for this year's event again went unanswered, with 90 degrees of bright sunshine and the promise of infamous Sun Valley dust greeting the riders. After Bob "Moto-mouth" Cavakis' "Moment of Silence" the riders began staging to begin the event using the Virginia City Grand Prix format — 10 riders per row, at 15 second intervals.

Duke Dowell, starting on the front row illustrated the beginning moments of the event, "Corky Maughan and I ran into the first turn side-by-side into the sandwash, and there wasn't enough room for both of us, so I overshot the corner and he dived by on the inside. I went around the brush and dropped into the creek in front of him. Then I overshot about the third corner and he got me on the inside and I followed him out."

For the second row, the start was equally as intense.

"I pulled the holeshot on my wave," said Kevin Brown, "but it was so dusty that down there where we made the turn I stuffed it up. Three riders got by me here. I just laid back and rode; it doesn't make sense to pass them and ride hard when you can't see."

But some bad luck at the right time could really help a rider's start, as another second row starter Curtis Dice indicated, "I was last off the start — I just sat and spun. But then everybody piled up in the first corner, so I got back by about half my line. When I headed out of the moto section, I was behind Todd Peugh, and they say he ended up leading our row."

Piloting an ATK 406 off the third row, Ron Naylor a three-time winner of this event, commented on his initial minutes of the race, "Scott Summers passed me right off the start, and down there in the sand-wash he got into a bunch of people and I got around everybody. I got up to probably 10th right away on the ridge. I walked it before the race and had a lot of good lines up there. But it was still so dusty I'd have to stop. One time, I stopped for 15 or 20 seconds when I didn't know which way the course went. The wind wouldn't blow. I was just sitting there, looking around. Finally, I could pick out where I was going." Maughan was out in front with Dowell and Plessinger furiously chasing after him.

"There was a shale rock face that we came down last year," said Maughan, "and there was two ways to go, but I couldn't decide which way, and I fell down in the process, letting Plessinger and Dowell by."

The dust was obviously worse for those riders not out in front, but still in the top 10. Jimmy Lyngar described some of the more exciting moments, "I was just following helmets. In the back section it was Brown, me, Nielsen, and then Ed Lojak came. We were all clipping along and I saw Kevin make the turn where they had cut a section out of some logs. But I didn't think it was that sharp and I ran straight through the logs into some more logs. I went over the bars and landed in the creek upside-down and impacted my fanny pack into my back. I was not happy."

Brown also had some down moments on the first lap, "The exhaust pipe plugged up on me and I had to stop and unplug it. Seven guys got by me when I did that."

At the close of the first loop, Plessinger had nearly five minutes on Dowell. In third, Maughan was busy holding off a determined Naylor. Mounted on a KTM 250 from Nevada, Dave Porter led the next series of riders including Todd Peugh and Scott Summers on open bikes. Washington's David Rhodes led the Four-Stroke A class in eighth overall aboard his Husqvarna, with another Washington rider, John Nielsen pursuing him. Brown, Dice and Fritz Kadlec, in 12th and working his way up from a fourth-row start, made up the next group of riders. Back up on the course, Lojak had seized his 250 Yamaha and was in the process of returning to the pits.

Heading out onto the second lap, Naylor made his move on Maughan, then captured second from Dowell while powering up a ridge towards the first summit. Maughan repassed Dowell shortly thereafter on the "Too Much Fun Club Hill" a long, brutal precipice of shale and sand which only Sunday's riders were allowed to conquer. "About halfway around the second lap I just faded," explained Dowell, "I haven't had allergies in years, but for some reason I have hay fever this year and I'm taking medication — and I was just zonked."

Kadlec went to work on the second lap. "Starting from the fourth row, I did as best as I could," said Kadlec. "I just didn't ever race until the beginning of the second lap. So, before then I just drove around in the dust for 30 miles. But after that, I started picking people off." He also had some help, as attrition continued to claim its victims.

"I lost my axle nut and some parts from my axle," said Nielsen. "The the axle spun around and knocked my disc rotor loose, so I just called it quits."

Kawasaki KX500 pilot Peugh held seventh overall late into the second lap, but then encountered a flat tire. At the pits he changed it, and rocketed back out onto the course, but fell several times and concerned about his still-heeling ankle, decided to call it a day.

However, another victim of flat tires, Dice maintained his perseverance, "Well, I got three flat tires, so I changed a tire at each pit. Then I got a flat front tire and I'd just keep crashing — it was all rutted out up there. I left my brain in the motel room — I ran into that stupid mudhole twice! The second time it jammed up my chain and discs so bad I couldn't even spit it out with my bike. I had to pick my whole bike up, push it out, then fire it up to clean all the junk out of it and get going. Then, when I took off my goggles, I pulled the lense right out of the frame, and I had to stop and put it back in. It was a wonderful day!"

With Plessinger heavily on the gas in first, Naylor spent the second and third laps attempting to chip away at his lead.

"On the last lap I was 35 or 40 seconds behind Scott," said Naylor, "And I got another flat. Then I was just dead tired after riding with that flat, and I knew I wasn't going to catch him, so I started slowing down. The bike worked really good, though. The third lap wasn't anything like the first lap — the first lap was like a freeway; the last lap there were holes three-and-four feet deep. You could only get out of shape about six inches because there was a groove. This is the toughest race they've ever had here."

Plessinger took the overall win just over two minutes ahead of Naylor on elapsed time. Eight minutes later, Maughan rode his 250 Suzuki through the finisher's chute. Kadlec managed to pass yet one more rider on the final lap — Kentuckian Scott Summers.

"My foot is injured right now, but it's not broken," explained Summers while removing the bandages from his foot, "It was so dusty and you couldn't see the danger marking until you were at the danger itself. One lap, I came to a giant creek crossing with steep banks just before you cross a road. I couldn't even see it and I cleared the whole thing in fourth gear."

Brown also managed a late race pass on Rhodes which allowed him to capture sixth overall and fourth 250cc A. Dowell finished in eighth, with Dan Richardson using the last lap to vault himself into the top 10 ahead of Worland, Wyoming's Mike Birdsley.

The 125cc A class became jumbled up right off the start, as California's Tim Morton related, "Just after the start, some guy bailed over there in the whoops. I couldn't see anything because of the dust and I ran over his bike. It made me crash and our bikes got tangled together. So, I went

back to the pits and fixed my handlebars and took off again. It was the most dust I have ever ridden in — insane!" Oregon's Terry Bennett managed to avoid the downed riders and eventually took over the lead for almost a lap until he seized his bike. Jon Almerg took the class win ahead of his brother, B.J., who finished a position in front of Tim Morton.

Eddie Egyed claimed the Senior A win over Bruce Rust and Whiz McNeal, who finished the race in similar fashion to many other riders — with a flat tire. California's Dennis Hausmann took the Super Senior A victory by a large margin. Perhaps the iron man award should go to Ron Jones in the Open B class, who reportedly broke his arm in a crash on the first lap, and continued to race — and actually brought home the class win! The first 250cc B, James Gray, came from Colorado with Fritz Kadlec to claim his first win in Idaho.

The Novices as well as several Intermediate classes competed on Saturday on the same course, but with several of the toughest sections deleted. Idaho riders filled the top three positions at the finish. Darren Jones defeated Blake Barrymore by 44 sconds to take the overall and 250cc C wins, as Alan Myler collected third overall and first Open C. Robert Quitero led the 200cc C class until the very end, when he ran out of gas just several hundred yards from the finish. Unfortunately, Quintero ran out of gas on the backside of a steep hill, but eventually pushed his way to fifth in class, while Larry Leale took the victory.

William Gratteau piloted a Suzuki to the Antique B class win, as John Cummings charged to take the Dinosaur B class honors. •

Results

SUNDAY

O/A: 1. Scott Plessinger; 2. Ron Naylor; 3. Corky Maughan; 4. Fritz Kadlec; 5. Scottt Summers; 6. Kevin Brown; 7. David Rhodes; 8. Duke Dowell; 9. Dan Richardson; 10. Mike Birdsley; 11. Brent Fox/Brandon Gerber; 12. Steve/Bruce Quale; 13. Mark Lundgreen; 14. Scott Knodell; 15. Tommy Ady; 16. Curtis Dice; 17. Eddie Egyed; 18. Roger Hurd; 19. Allen Sine; 20. James Gray.

OPEN A: 1. Ron Naylor (ATK); 2. Scott Summers (Hon); 3. Curtis Dice (Hon); 4. Allen Sine (Hon); 5. Chris Riddle (Hon).

250 A: 1. Scott Plessinger (Kaw); 2. Corky Maughan (Suz); 3. Fritz Kadlec (Yam); 4. Kevin Brown (Hon); 5. Duke Dowell (Hon).

125 A: 1. Jon Almberg (Suz); 2. B.J. Almberg (Suz); 3. Tim Morton (Kaw); 4. Richad Dooms (Hon).

4-STRK A: 1. David Rhodes (Hus); 2. Marshall Rose (Hus).

SR A: 1. Eddie Egyed (Hon); 2. Bruce Rust (Suz); 3. Whiz McNeal (Kaw); 4. Knat Holben (Kaw); 5. Don Toussaint (Suz).

S/SR A: 1. Dennis Hausmann (Hon); 2. Thayne Ferguson (Hus); 3. Louie Marshall (Suz); 4. Willard Root (ATK); 5. Charles Galbraith (Hus).

ANTQ A: 1. Doug Behrens (Hus).

DINO A: 1. Duane Quale (Suz).

IH A: 1. Harvey Mushman (Hus).

OPEN B: 1. Ron Jones (Hon); 2. Ray Neill (Hon); 3. Brett Smith (Kaw); 4. Brant Tritthart (Kaw); 5. Todd Longhurst (Kaw).

250 B: 1. James Gray (Yam); 2. Mike Woods (Hon); 3. John Damele (Hon); 4. Doug Taylor (Kaw); 5. Herb Nachtigall (Yam).

200 B: 1. Cody Sanders (Kaw); 2. Greg Mikel (Hon); 3. D. Andrew Hardin (Kaw); 4. Brian Peterson (Kaw).

4-STRK B: 1. Bill Byran (Hus); 2. Joe Carlson (Hon).

SATURDAY

SR B: 1. Dan Smith (ATK); 2. Brian McLean (KTM); 3. Dennis Haymore (KTM); 4. Chuck Elderton (Yam); 5. Ed Lanphier (KTM).

S/SR B: 1. Bill Woolman (ATK); 2. Louis Sanone (KTM); 3. Maurice Burton (KTM); 4. Iruin Scarbrough (Yam); 5. Gerald Rowley (Yam).

ANTQ B: 1. William Gratteau (Suz); 2. William Poe (Hus); 3. Beau Burks (Hus).

DINO B: 1. John Cummings (Hus); 2. Jack Baughman (Yam); 3. Dez-It (Rok).

OPEN C: 1. Alan Meyler (Hon); 2. Marty Smith (ATK); 3. Chuck Weatherford (Hon); 4. Bart Prestwich (Kaw); 5. Robert Bitner (Hon).

250 C: 1. Darren Jones (Hon); 2. Blake Barrymore (Yam); 3. Gary Yearsley (Yam); 4. Thomas Bitner (Hon); 5. Richard Anderson (Yam).

200 C: 1. Leroy Leale (Hon); 2. James Leale (Hon); 3. Dave Everman (Kaw); 4. Bruce Morrison (Suz); 5. Robert Quintero (Kaw).

4-STRK C: 1. Craig Hartsell (ATK); 2. Robert Ricks (Hon); 3. Todd Wendle (Yam); 4. Richard Ott (Hon); 5. Michael O'Steen (Hon).

SR C: 1. John Van Der Lieth (Yam); 2. Wally McGrath (Hon); 3. Joe Pratt (Hon); 4. Don Gross (KTM); 5. Robert Koch (Yam).

S/SR C: 1. Ron Ramont (KTM); 2. Jim Hopkins (Hon); 3. Owen Downard (Hus); 4. David Carman (Yam); 5. Jack Bunch (Hon).

WMN: 1. Melva Lees (Hon).

BEG: 1. Michael Polatis (Kaw); 2. Alan Riddle (Yam); 3. Les Bartausky (Yam); 4. Lincoln Assendrup (Kaw); 5. Kyle Jorgensen (Yam).

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The third leg of the 500 GP gets started with Rainey (3) leading Lawson (1), Schwantz (34) and Chili (9).

World Championship Road Race Series: Round 10

Confusion reigns at Belgian GP

By Michael Scott
Photos by Patrick Gosling

SPA-FRANCORCHAMPS, BELGIUM, JULY 2

Somebody, somehow, must have won the Belgian 500cc Grand Prix.

It could be Wayne Rainey, who crossed the line first and consumed the least time when all three heats of the twice-interrupted race were tallied up.

It would have been Kevin Schwantz, had the third leg been one lap shorter.

It may still turn out to be Eddie Lawson, who currently heads the list of provisional winners.

Then again, it really may be nobody, for after the issue of two different sets of results, the matter remained under protest, awaiting adjudication by the FIM. They may yet declare the whole 500cc race null and void.

In the season's second display of muddle-headedness, this time from the organizers, the 500cc race twice started on a dry track, and twice sudden rain showers made conditions too slippery. Riders and officials between them cut each race short. At this stage, eight laps had been run — less than half the 18-lap distance.

Then it started raining in earnest, and a third nine-lapper was run on wet tires — a race which Schwantz dominated before crashing his Pepsi Suzuki on the last lap, handing a second lucky win in succession to Lucky Strike Yamaha-mounted Wayne Rainey.

The long, fast and perilous Spa circuit, made all the more daunting by the rain, also showcased the astonishing talents of 500cc class debutant John Kocinski, riding Magee's spare Yamaha after wrecking his own '88/'89 works mongrel in a collision with Michael Doohan's Rothmans Honda. Once he got the feel of the '89 bike, Kocinski outrode almost everybody in the third lap, including Eddie Lawson on the fast but clumsy Rothmans Honda, to finish second on the road, although 10 seconds behind Lawson on aggregate.

Almost three hours later, the bomb dropped *(see sidebar on page 16)*. The FIM jury declared the third leg null and void — the race that never was — taking final results instead from the aggregate of the first two legs. At less than 75-percent of race distance, this automatically carried only half points.

Thus Lawson was declared the winner, with Schwantz second and Rainey third, as well as shuffling all the other positions. Instead of Rainey's championship lead over Lawson extending to 19 points, it shrunk to 13.5.

Now the fat was in the fire, and protests were immediate: not only from Rainey's Kenny Roberts-owned team, but also from Christian Sarron's Sonauto-Gauloise team and HB's Pier-Francesco Chili. The matter now rests with the FIM in Geneva, and we simply don't know who won the main event of the day.

The 250cc race was also shortened, but only by a lap, after a false start at the first attempt. Jacques Cornu gambled that the damp track would dry, and won on slick tires, although World Champion elect Sito Pons was only half-a-second down, with Carlos Cardus third in an all-Honda rostrum. The top Yamaha was Luca Cadalora in fifth, after Ruggia crashed early on while vigorously disputing the lead.

An exciting but damp 125cc race was won by Hans Spaan, his third in a row, with Ezio Gianola second and Alex Criville non-finishing. Spaan and Gianola both moved ahead of him to share the lead of a tense championship struggle.

The much-delayed Sidecar race, held on a streaming track, gave Egbert Streuer his first win of the season, by an imposing margin over Steve Webster and Rolf Biland.

The first GP organized by car Formula One svengali Bernie Ecclestone was also marred by worse-than-usual clashes between rowdy fans and the police in the little village of Francorchamps, where buildings and cars were damaged, a policeman badly hurt and 150 fans arrested after water-cannons were used. Fear of a race-day riot was a major factor in running the disputed third leg of the 500cc race.

It was a shaming GP that everyone would like to forget. Unfortunately, it is likely to be remembered for a long time.

500cc Practice

Both Lawson and Spencer had been hoping for a change in fortunes at Spa; the former because at last his Honda's top-speed advantage might be enough to compensate for its reluctance to turn corners; the latter because: "Spa has always been kind to me in the past." Maybe so, but neither Schwantz nor Rainey were feeling in any way benevolent, and they seized control of practice from session one.

Rainey was fastest soonest, setting a first-session time not only three seconds inside the two-year-old lap record (last year's race was wet), but also two seconds faster than Christian Sarron's '88 pole time. A big improvement, composed he thought of better tires, a faster bike and a better rider. Also, though Rainey didn't say so at once, helped by yet another modified frame for his YZR Yamaha, another attempt to make the bike more agile to match Schwantz's Suzuki.

"Mike Sinclair and Warren Willing (crew chief and technical coordinator for Team Roberts) worked out some modifications to the stock frame," said Rainey. "We've shifted the engine position, and made some geometry changes. It's to get the bike to steer better — going in to the corners, and holding a tight line." Precisely the area where arch-rival Schwantz's Suzuki excels.

It was successful enough for Rainey to decide to race it, but not to make him quicker than Schwantz, who produced his usual scintillating performance, throwing the Suzuki round as though he were a fearless (and brilliant) teenager and it was a 125. Schwantz moved fractionally ahead in session two, then carved another second off that in the last, just to make sure of his sixth pole position in succession.

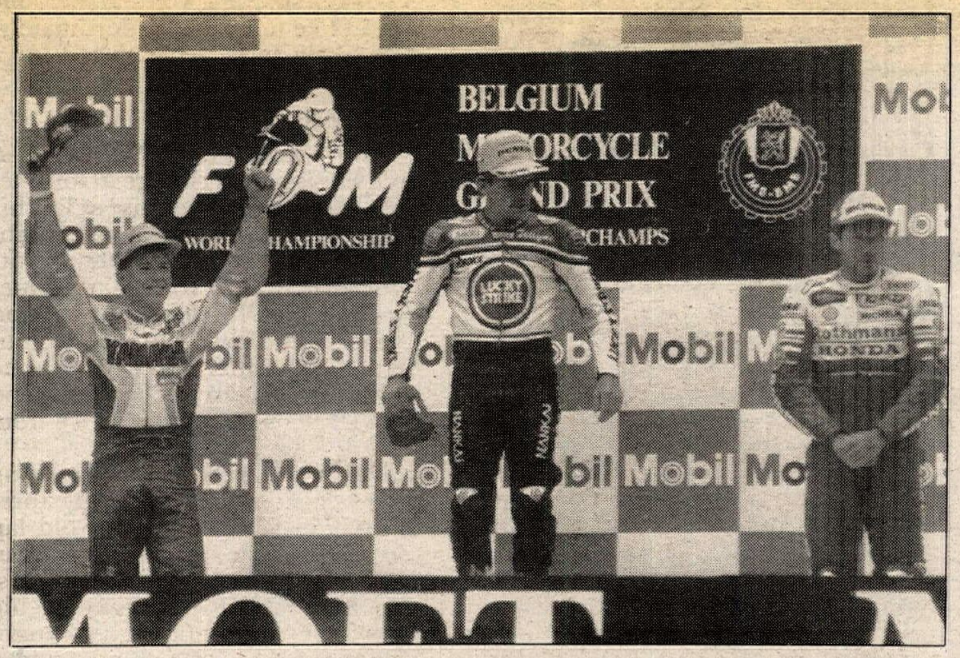
Schwantz's usual self-confidence was boosted by a Michelin tire variation that gave him the ability to challenge Rainey's cold-tire fast starts.

"I tried them from cold — one lap, then go for it. They work, so I should be able to go with Rainey from the start," said Schwantz.

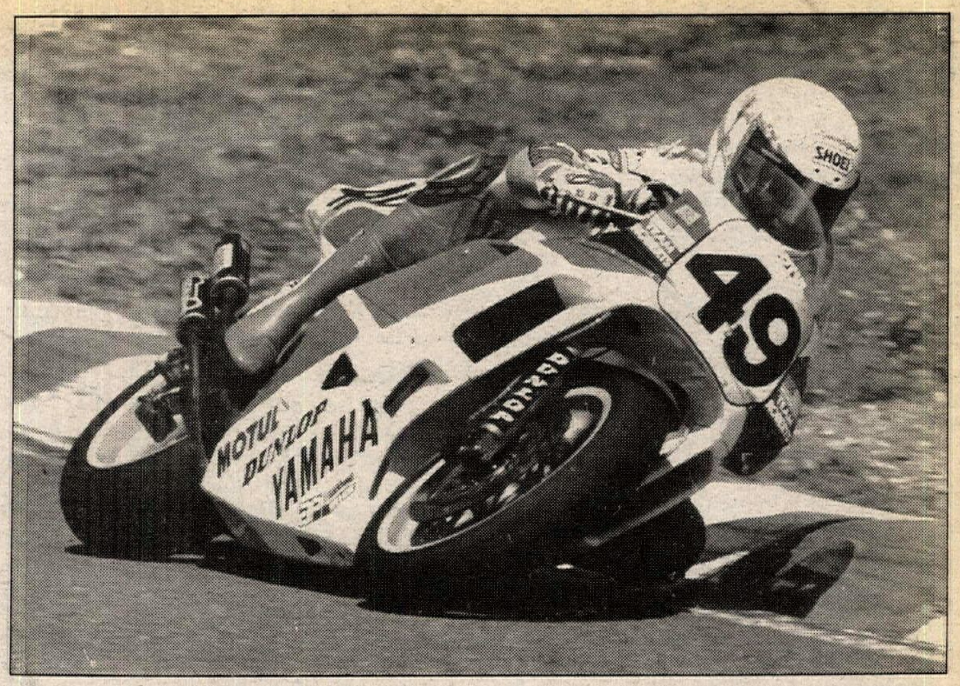
Alongside him, Doohan was classified third-fastest, and happy to take advantage of what he knew to be a timing error, "though I don't think it's as far out as the other teams say." His marvelous mental equilibrium quite survived this most beautiful and daunting of tracks, and he continued to trail Lawson in the difficult matter of trying to get the NSR Honda to turn in and hold a tight line in Spa's fearsome fast bends, while enjoying the ride up the hill.

Some extensive earth-works had taken place, making a large new run-off area at the Radillon, the sudden uphill right-hander following the famous left-hand Eau Rouge flick after the pit straight, and similarly protecting the widow-making sixth-gear Blanchimont double-lefts, on the public roads section before the bus-stop chicane and La Source hairpin at the end of the long 4.31-mile course. The run-off there is improved, but still not enough for comfort, while the effect of improving visibility round the second part (fifth-gear) was to speed everyone up.

Other danger spots remain — like the bottom of the pit rail, where a forest of pit boards occupies the last few feet of an ideal racing line that has bikes brushing the Armco in fifth gear as they peel off into Eau Rouge.



The winner's rostrum - or is it? (From left to right) John Kocinski, Wayne Rainey and Eddie Lawson celebrate. We still don't know who won.



Kocinski proved that he can ride a 500. In his 500cc GP debut, Kocinski finished either third or fifth, depending on which results you look at.

Schwantz picked this section out as a lurking menace; Magee was even more graphic. "If a rider hit a pit board, it'd take his head off." In fact, a 125 rider did so, with no more dire consequences than a broken board; but the bottom of the Spa pits remains not only one of the most dangerous places in racing, but also quite definitely the most exciting.

The Eau Rouge complex is also a good spot to see who's fast at Spa. A clean run through this famous twisting dip just after the pits is essential, followed by full-bore acceleration over a brow to the next left, where the bikes squirm and wriggle. Nobody looked as quick as Schwantz and Rainey, nor as casual as the former, but Doohan continues to impress with the unworried way he hurls the Honda around at this scary circuit.

His bogus time pushed Christian Sarron down to fourth, but he was content to be up front, while Lawson may have been more disturbed than he would admit only just to have scraped onto the front row, although there was little more than a 10th of a second between these three. He'd been expecting much better, but had again been in and out of the pits trying to get the best possible steering out of the bike, before settling on a 17-inch wheel and falling back on spoken confidence in the Honda's unrivalled top-end surge.

It was Magee, with a time only 400ths slower, who nearly deposed Lawson, in a last-session spurt that came only just in time to restore some of his usual cheery mood. He doesn't like Spa, having crashed here last year, and his confidence was further undermined by the pesky presence of Kocinski, Spa newcomer operating from the Team Roberts pit, who was learning fast and challenging hard.

On the second day, however, Magee got in the groove in the morning, and finally started to fly at the end of the last session, knocking Kocinski back into his place, if only temporarily. At least his physical condition was less of a problem on a circuit with fewer and faster corners than Assen.

Chili's Honda was just another 500ths down; then Kocinski was eighth, and making a big impression. He was riding the hybrid '88/'89 factory Yamaha used in Australia by Michael Dowson, further modified, in Team Yamaha livery and race-wrenched by his U.S. tuner Bud Aksland, running out of the Team Roberts pits.

Far from merely being unfazed by the track, Kocinski actually loved it. "It's bitchin'," the pale 21-year-old said. "It reminds me of Sears Point. That's also got a lot of up and downhills and fast bends. And it's dangerous. But I try never to look off the track — I don't intend to go there."

Although Magee slipped out of his net, Kocinski's other target was to outqualify Spencer, and he did so by 300ths. Freddie was hoping for the best at Spa, but it didn't show in his results, still the slowest of the full-works V4s ridden by the hale and hearty.

Behind him, a cautious Wayne Gardner led row three, nursing his leg injury and keeping a wary eye on the guard-rail. "If it rains tomorrow," he said, "I might not race."

Alongside was Niall Mackenzie, still on extra seat padding to straighten his broken knee, and fully half-a-second faster than Ron Haslam, whose latest geometry changes — basically raking the front to slow the Suzuki's steering — were to his liking. In fact, he was now able to lean the thing so far that he grounded the fairing on a fast left-hander and crashed, dislocating both thumbs and incurring some bone fractures that ruled him out of the race.

Then Rob McElnea, whose long-requested short ('88-spec) swing-arm had at last arrived, but too late for him to test it, but who nonetheless wheeled the '88 Cabin Honda round faster than Gardner had the year before, and Randy Mamola, with his usual fistful of Cagiva bad luck.

500cc Race

A wet start to the morning saw an extended 25-minute morning warm-up in all classes, to give teams a chance to test rain tires. By race time, the showers had lifted and the track was dry, but the weather was still iffy when the 500s lined up for the first time, all on slick tires.

Lawson led away and up the hill, but Rainey closed again on the twists at the top, and moved past into the fast double-lefts at the bottom. In the next tighter bends before rejoining the public roads section, Schwantz flicked the nimble Suzuki through inside the ponderous Honda, and at the end of the first lap it was Rainey, Schwantz and Lawson.

Lawson used his power to regain the lead up the hill, but Rainey outbraked him at the top. Schwantz was crawling all over both of them, switching lines as he looked for a gap, and losing more time than he gained. The order at the end of lap two was as before . . . except that Kocinski was now ahead of Spencer.

Next time, the leaders were packed together, Rainey in front, but about to lose the lead to Lawson up the hill. In the next long right-hand bend, Schwantz slipped by him, then Sarron also, dropping the championship leader to fourth. He fought back, but was in trouble — his gear lever was sticking; so it was Schwantz in the lead at the end of lap four.

He was still there as they approached the final bend, LaSource hairpin, for the fifth time, when he was the first to notice drops of rain. He lifted his hand from the bars, unseen by Lawson and Sarron, who slipped by him, but Rainey held station behind Schwantz, and the two of them somewhat dubiously toured around at reduced speed as Lawson and Sarron drew ahead. Parts of the long track were dry, but wet pavement — and trouble — lay ahead.

They hit it just after Sarron had moved past Lawson as they ran back down the hill. The Frenchman fell at once, rolling spectacularly alongside his cartwheeling blue Yamaha, but escaping unhurt. Now Lawson got the message, and backed off, half-expecting to be overtaken. "When they didn't come by, I realized they'd also slowed down."

At this point, the red flag was already out, and crossed flags were shown around the circuit, and the field toured back to the pits as the short sharp shower moved across the valley.

Lap four positions set the grid for heat two — with Kocinski fifth, and thus on row one, eight seconds adrift of Lawson, but three ahead of Chili, Spencer, Doohan, McElnea, Mackenzie et al.

Gardner was a non-finisher, after a brake disc disintegrated on the notorious Blanchimont. It put holes in his fairing, and caused him to take to the escape road at the bus-stop chicane.

Mamola was also out, having pitted at the start of lap five with his Cagiva's primary drive gears disintegrating. But he was allowed to take place in the restart — the first of a number of anomalies in a day that grew steadily more bizarre.

The track was predominately dry again for heat two, and slick tires were again the choice. Sarron took his place on the grid on his spare bike, also Mamola, at the back. Some 20 minutes had elapsed since the race stoppage.

Lawson jetted away from the start, with Kocinski, Schwantz and Mackenzie in pursuit. By the end of lap one the Big Three were back in front, Lawson leading Schwantz and Rainey — Kocinski in fourth, then Magee and Chili.

Once more, Schwantz flicked his Suzuki underneath Lawson in the twists, and there followed some fine duelling between the dominant trio. On lap three, Schwantz led Lawson by half-a-second, with Rainey a similar distance behind. They were almost side-by-side up the hill, then Rainey led, then Schwantz, and then Lawson again — but before the lap was over the raindrops began, the hands went up, and the race was over; the red flag this time definitely coming in rapid response to action by the riders.

Kocinski was fourth this time, narrowly ahead of Chili, Magee, Doohan, Sarron, Mackenzie and McElnea. Mamola had fought his way from the back of the grid to 12th, behind Spencer, who actually failed to complete lap four with yet another crankshaft failure, but was still classified as a finisher.

Doohan's group didn't see the flag at first, and he was still racing when he tangled with Kocinski, each afterwards blaming the other for the crash. Doohan was thrown clear as the Honda and the Yamaha locked together, still upright — but brilliant though he is, Kocinski was not equal to riding two GP bikes, and he also fell a little distance further on. Neither was hurt.

Aggregate times of the first two legs put Lawson ahead of Schwantz by less than a second, Rainey third by 1.5 seconds; then Sarron, Kocinski, Chili, Magee and Doohan. Later that evening, the FIM jury declared these the final results, but they were protested, and must go to the FIM for adjudication.

But before all that, there was another race to come . . .

The third restart was scheduled in another 20 minutes, although it took a little longer than that to assemble the grid. Spencer and Doohan were now on their spare bikes, but Kocinski didn't have a spare. In another piece of frantic rule-bending, the Clerk of the Course gave permission for him to race Magee's spare, which was hastily readied with the racing number 5 replaced by 49.

Now it was at least raining properly, and full-wet tires were the obvious choice. Rainey used an experimental 19-inch rear Dunlop that he'd tested satisfactory in the extended wet morning practice session. Schwantz also had a prototype Michelin that he'd tested that morning, and pronounced a major improvement.

The race started with Rainey getting the jump, and immediately getting a big slither into Eau Rouge. He disputed the lead with Schwantz,

with both doing lots of sliding, and the Suzuki won the battle. From lap one onwards, Schwantz drew away rapidly, until he was 9.6 seconds ahead on lap four, almost half distance. His Michelins were working well, but Rainey's new Dunlops were taking time to settle in.

By lap eight, the nine-second gap had dropped to four seconds . . . quite possible for Schwantz to defend over the last remaining lap. But he wanted to be absolutely sure, and turned up the wick. It was a fatal error. In the long downhill right-hand U-bend at the top of the hill, he flicked it in too hard, lost the front wheel, and slid off into the dirt.

"I hadn't had any trouble during the race, and I must have hit a slick patch," was his official explanation, but unofficially he admitted that he had been panicked into going too fast. It was his third such error of the year, and his second while holding a commanding lead.

Thus Rainey inherited another win, on the road and on aggregate times. Kocinski was 10 seconds adrift, Lawson another six seconds, with three more to Doohan. Mamola had put up a spirited wet-weather ride to take fifth; Spencer won a last-lap tussle for sixth from Sarron, Mackenzie and Chili, 1.5-seconds covering all four.

A miserable Magee, 10th in the heat after McElnea seized on the last lap, was another 20 seconds back. "I was going okay until I started getting cold, then my knee stiffened up and I could hardly move around the bike," he said.

Aggregate times were issued at once, and they put Lawson second to Rainey, with Kocinski third; then Doohan, Sarron, Chili, Spencer, Mackenzie and Magee ninth. Mamola's first-leg non-finish dropped him to 13th, behind top privateers Gentile, Laycock and Buckmaster.

But then it turned out that this had all been a waste of time, not to mention a foolish risk of life and limb, for the jury decreed that with no third restart mentioned in the rules, the third heat hadn't been part of the Grand Prix at all.

250cc Race

The second race of the day, this started 10 minutes late with the track damp, but the racing line already almost dry. Front tires were intermediates or cut slicks, most people were on cut rears, with a few slick-shod dissenters including Jacques Cornu's Honda and the Aprilias of Didier de Radigues and Martin Wimmer.

De Radigues had qualified for his home GP on pole, his first since his 250cc class return, and his works Aprilia having undergone an apparent transformation over the course of the last three races. Cornu was also on the front row, slower than Carlos Cardus's Honda, but quicker than Helmut Bradl's Honda and Jean-Phillipe Ruggia's Yamaha.

Reinhold Roth (Honda) led row two from World Champion elect Sito Pons (Honda), Wimmer and Reggiani. Puig's factory-backed TZ Yamaha led row three, faster than the works bikes of Cadalora and Garriga.

De Radigues led off the line, but the lights were red at the time, and the rest stayed behind. With Sito Pons gesturing angrily for the Belgian rider to be held back while the race started, they instead signalled engines stopped, then sent them off for another warm-up lap for a race shortened by one lap.

The next start was clean, with Cardus making the running, Cornu moving through when they came back down the hill, and Ruggia pushing up to second on the fast public-roads section. Into the hairpin, the young Frenchman dived inside under brakes, and his Yamaha led lap one. As he said before the race: "This is a track where some technical portions allow better riders to take an advantage." And now he was attempting to prove it to Cornu and Cardus, followed by Wimmer, Roth, Bradl and Pons all in a bunch. Already, de Radigues had fallen on the exit from the hairpin, chasing the leaders too hard.

Cornu powered back into the lead up the hill, with Ruggia catching up again on the twists, looking for a way past. But once again he was trying too hard — he got off-line onto the damp in the twists at the bottom of the hill, and crashed.

Cornu led until lap four, but Roth was making his bid on intermediate tires, passing Cardus on lap three, and rushing past Cornu the fifth time up the hill after Eau Rouge at the start of lap five. By this time, Pons had worked his way into a clear fourth, and was starting work on catching the leading trio as the race passed half-distance.

By lap nine, Cardus was also on the move, and took the lead. At this point, Wimmer, his visor misting, misjudged a slow corner entry, and crashed out of fifth.

Cornu got past Roth a lap later, the German now fading on slithery tires. Then Pons moved past him to take a threatening third. It was all the spur Cornu needed to pull out all the stops.

He dived past Cardus into the flat-out open-road left-handers before the chicane, and soon stretched his lead to better than one second. Hardly enough to be comfortable, with Pons moving through to second in pursuit.

Cornu arrowed between the damp patches, making full use of his slicks, and Pons could get within half-a-second of him, but couldn't do any more. He made the Swiss 36-year-old rider work hard for his first GP win of the season, while Cardus, three seconds down, also earned his first rostrum place of the year.

Roth was a lone fourth, more than 15 seconds ahead of Cadalora's YZR. The Italian had passed Bradl on the last lap, having climbed gradually through the pack after an 11th place start.

Garriga was a solitary seventh, having been relieved in the closing stages of the unwelcome attentions of Puig's TZ, which lost power and dropped to 13th, as well as Wilco Zeelenberg's Honda, which also dropped right back, to 19th.

This left Fausto Ricci (Aprilia) eighth, and Masahiro Shimizu's works NSR ninth. Andy Leisner qualified, but fell victim to the conditions, sliding off on lap six.

Pons maintained a 61-point title lead, but now Cornu is second from Roth, in a battle of the baldies (Roth is five weeks older than 36-year-old Cornu).

125cc Race

Ezio Gianola's Honda led the first three laps, with Spaan in hot pursuit,

Off the track

The root cause of the degeneration into farce of the Belgian 500cc GP was the immutable fact that 160-horsepower 500cc racers on slick tires are unrideable and ridiculously dangerous on a wet track.

The subsequent shenanigans, however, fell under a wide variety of influences — ranging from a desire to placate a potentially troublesome crowd to the convoluted politics of this year's FIM presidential elections.

The protagonists, apart from the competitors themselves, were the official management structure of the race. The chief executive is the Clerk of the Course, who makes all the decisions. The "board of directors" is the international FIM jury, who are present to homologate all race results, which remain provisional until they have done so, and to adjudicate on any other matters that may arise.

At Spa, the Clerk of the Course was Claude Danis, a man with a good track record; while the seven-member international jury was presided over by Max Deubel, former sidecar World Champion.

In the course of this extraordinary day, the rule book was squeezed and bent by the unfortunate Danis, very much a victim of circumstances, doing his best to keep the show on the road, and personally sanctioning an unprecedented third leg of the race.

Then the international jury voted to set it all straight again, cancelling the third leg.

Not surprisingly, this enraged not only dispossessed teams, but more especially the riders who had ridden one of the world's most dangerous circuits in the mistaken belief that they were racing for World Championship points.

At first, things went by the book. When it rained soon after the start, the race was stopped and results counted from the end of the previous lap. The machines were allowed into the pits to change tires, and reassembled soon afterwards with the track dry again.

Crasher Sarron's machine change was also quite legal, but the jury noted with some disquiet that Mamola was permitted to restart on his spare bike, even though he had pulled in to the pits to retire on the lap before the race stoppage. They felt then that they should have been consulted on the make-up of the starting grid.

The second leg was even more short-lived, with the riders slowing at the start of lap five, and results eventually taken from lap three.

Now, according to precedent, and to the jury's subsequent re-interpretation of the rules, they were at liberty to change tires, or to retire, as they wished . . . but the race must go on. But Danis made another quick decision callculated to please the riders ("capitulated to the riders," as one FIM man said) and stopped the race. Since it had stopped by itself anyway, maybe he had little choice . . . but Schwantz's team at least was expecting to change his tires and send him straight out again, when instead they saw the red flag.

Now Danis had a dog's breakfast on his hands. To complicate matters, he later explained, the police chief at the track had told him that if he didn't put on some sort of a 500cc race, they could not guarantee to keep angry fans out of the paddock.

He did what may have been the only thing possible — sanctioning a first-ever third GP start, with a race of nine laps. Now he might as well be hung for a sheep as a lamb, and he also took the irregular step of allowing Kocinski to race on a machine he had not ridden in practice (in fact, Magee's spare).

At this stage, a member later said, Deubel had tried to tell Danis that the third start was illegal. Placed on opposite sides of the track, their only possible contact was by telephone, and Danis either couldn't or wouldn't be reached. This compounded the "series of errors that made us very worried," as a jury member said.

Half-an-hour after the last race, the jury automatically meets to homologate the results. This was devoted to discussing the 500cc race, and examining the rules; which made no mention of the possibility of a third leg, though they do not specifically forbid one either. In the end they voted seven to four that the third leg was invalid. Delegates from France, Belgium, Denmark and Sweden were in favor of supporting the Clerk of the Course; but they were over-ruled by Ireland, German, Spain, Italy, Venezuela, Great Britain and the Netherlands.

Amid accusations of vote-trading in election year, the jury now followed the rule-book to the letter. Since less than 75% of full distance had been completed, only half points are awarded.

Both Lucky Strike and Gauloise teams immediately protested the decision, the Frenchmen very nobly, since their man Christian Sarron actually came off much better the jury's way. Certainly, nobody at Honda was anxious to join in, and thus remove a badly-needed if rather fortuitous race win from Eddie Lawson. Pier-Francesco Chili also joined the protest.

The meat of the protest lay in the assertion that the rules, like so many framed by the FIM, were not clear, and did not forbid Mr. Danis's interpretation. A week after a 125 turned up at Assen, clearly a twin, but fitting the FIM's legal description of a single, this suggestion found widespread support.

Now we are left with no results at all, but the FIM said on Tuesday after the race that a special emergency session of the appeal commission would be held so that a decision could be announced before the French GP, less than a fortnight away. Meantime, prize money was frozen for a month.

Informed observers can see only two possible solutions — either that the FIM will support the decision of their jury, or they will declare the whole race null and void.

Either way, there could be some legal actions coming up, with the Belgian Federation the most likely target.

As with the riders' strike at Misano, the real loser was the image of the sport, particularly vis a vis the TV networks, who were once again left with jagged holes in their timetables as the motorcycle racers did everything but what had been pre-arranged.

And at the end of this befuddled display of just how vulnerable bike racing has become to the weather, they couldn't even announce a result.

while Hisashi Unemoto and Alan Scott disputed third a short distance behind . . . Hondas all the way, with Jorge Martinez retiring his Derbi after two laps because of the damp track.

Scott was nearly thrown off on the bend after Eau Rouge, and his hard landing back on the bike may have had something to do with the gear-change mechanism failure that followed directly.

Spaan moved cleanly past Gianola on lap four, and gradually drew away to win, his Dunlop wets giving him enough edge for Gianola to settle for a safe second for once, 12 seconds adrift. Unemoto was an equally solitary third.

Criville's Cobas got as high as sixth on lap four, but went no futher; by that time, Miralles had forced his Derbi past in any case, and gradually pegged down the fading Gresini's Aprilia to take fourth. Belgian Lucio Pietroniro and German Stefan Prein also passed Gresini before the finish.

Sidecar Race

The track was streaming wet, and only the leader could see where he was going — an inestimable advantage to Egbert Streuer, which he used to gain a safe lead of almost 20 seconds by the finish. His first win this year was achieved in masterly style.

Webster fought off a race-long challenge from Rolf Biland to secure second by just over a second: Roth Steinhausen was fourth.

There were cautious dices down the field on the slippery track, and no major incidents, with Germans Scherer/Schroeder prevailing over Brindley/Rose for sixth, and Allain Michel defeating the Egloff brothers for eighth.

Given all the delays, it was fortunate that the sidecars didn't require headlights, and all credit to them for having only two non-finishers out of 24 starters. •

Results

500: Results under protest.

250: 1. J. Cornu (Hon); 2. S. Pons (Hon); 3. C. Cardus (Hon); 4. R. Roth (Hon); 5. L. Cadalora (Yam); 6. H. Bradl (Hon); 7. J. Garriga (Yam);; 8. F. Ricci (Apr); 9. M. Shimizu (Hon); 10. A. Bronec (Apr); 11. D. Amatriain (Hon); 12. R. Colleoni (Apr); 13. A. Puig (Yam); 14. H. Eckl (Apr); 15. C. Lavado (Apr).
RACE DISTANCE: 14 laps, 60.37 miles
FASTEST LAP: S. Pons 2:33.53
WINNER'S AVERAGE: 98.54mph

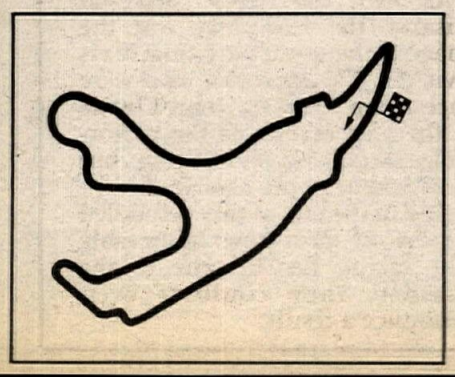
125: 1. H. Spaan (Hon); 2. E. Gianola (Hon); 3. H. Unemoto (Hon); 4. J. Miralles (Der); 5. L. Pietroniro (Hon); 6. S. Prein (Hon); 7. F. Gresini (Apr); 8. A. Stadler (Hon); 9. K. Tadada (Hon); 11. D. Brigaglia (Gar); 12. D. Romboni (Hon); 13. D. Raudies (Hon); 14. J.C. Selini (Hon); 15. H. Abold (Rtx).
RACE DISTANCE: 13 laps, 56.06 miles
FASTEST LAP: Hans Spaan 2:55.74, 88.34mph

SDCAR: 1. E. Streuer/G. de Haas (Yam); 2. S. Websteer/T. Hewitt (Kra); 3. R. Biland/K. Waltisperg (Kra); 4. R. Steinhausen/B. Hille (Kra) 5. D. Jones/P. Brown (Yam); 6. B. Scherer/B. Schroeder (Kra); 7. B. Brindley/D. Rose (Yam); 8. A. Michel/J.M. Fresc (Kra); 9. M & U Egloff (Yam); 10. P & H Stoelzle (Kra); 11. Y. Kumagaya/P. Corbier (Kra); 13. T.V. Kempen/S. Birchall (Yam); 14. K. Howles/S. Pointer (Kra); 15. B. Gaellros/H. Olsson (Yam).
RACE DISTANCE: 12 laps, 83.28 miles
FASTEST LAP: E. Streuer 2:51.53, 93.11 mph
WINNER'S AVERAGE: 143.33km/h

250 WORLD CHAMPIONSHIP POINT STANDINGS: 1. S. Pons (181); 2. J. Cornu (120); 3. R. Roth (116); 4. C. Cardus (110); 5. J.P. Ruggia (99); 6. L. Cadalora (81); 7. J. Garriga (60); 8. M. Shimizu (58); 9. H. Bradl (54); 10. M. Wimmer (44).

125 WORLD CHAMPIONSHIP POINT STANDINGS: 1. (TIE) H. Spaan/E. Gianola (98); 3. Criville (93); 4. Miralles (90); 5. Unemoto (72); 6. Gresini (70); 7. Takada (57); 8. Prein (54); 9. Milton (46).

SDCAR WORLD CHAMPIONSHIP POINT STANDINGS: 1. Webster (78); 2. Streuer (71); 3. Michel (53); 4. Biland (50); 5. Kumano (47); 6. Steinhausen (42); 7. Stoelzle (35); 8. Egloff (32); 9. Kumagaya (25).



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• 3rd 250 . . . FRITZ LADLEC/Yamaha

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San Bernardino, CA — *July 2*
• 1st Op Ex . . . DAN SMITH/KTM
• 2nd MX GP . . . DAN SMITH/KTM

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• 1st LW Prod . . . R.A.W. Racing
• 3rd MW Prod . . ROYALE RACING II

■ *AMA Nat'l Championship Half Mile*
Hagerstown, MD — *July 1*
• 1st . . . SCOTTY PARKER/Team Harley
• 2nd . . . CHRIS CARR/Team Harley
• 5th . . . DAN INGRAM/Sponseller Hon.
• 1st JR . . . MIKE HALE/Wood Rotax

■ *AMA Nat'l Reliability Trials*
Trask Mountain, OR — *June 24-25*
• 1st O/A . . . KURT HOUGH/Team Green
• 1st 250 . . . KURT HOUGH/Team Green

■ *AMA Nat'l Endurance Road Race*
Elkhart, WI — *June 24*
• 1st O/A . . . DUTCHMAN RACING
• 1st GTO . . DUTCHMAN RACING
• 3rd GTO . . . DUTCHMAN RACING II
• 4th GTO . . . KEYSTONE RACING
• 1st GTU . . . TEAM TOOMER

■ *AMA Nat'l Championship Road Race*
Elkhart, WI — *June 23-25*
• 1st Pro Twn/GP . . . DALE QUARTERLY/FBF
• 3rd Pro Twn/GP . . DUANE SUMMERS/FBF
• 2nd Pro Twn/Mod . . . CRAIG SHAMBAUGH/FBF

■ *AMA Nat'l Junior Half Mile*
Lima, OH — *June 24*
• 1st . . . LARRY PEGRAM/Wood Rotax
• 4th . . KRIS KISER/Honda Maui
• 5th . . . MIKE HALE/Wood Rotax
• 6th . . . SCOTT MOHAN/Harley

■ *AMA Nat'l Championship TT*
Bridgeton MI — *June 25*
• 1st Ex . . . CHRIS CARR/Team Harley
• 3rd Ex . . KEVIN ATHERTON/WR
• 1st Jr . . . ANDY TRESSER/Wood Rotax
• 2nd Jr . . . KRIS KISER/Honda Maui
• 3rd Ex . . LARRY PEGRAM/Wood Rotax
• 4th Jr . . . MIKE HALE/Wood Rotx
• 6th Jr . . . MIKE EADIE/Wood Rotax

■ *AMA Grand Nat'l Cross Country*
"BLACKWATER 100"
Davis, WV — *June 18*
• 1st O/A . . . ED LOJAK/Yamaha
• 2nd 250 A . . MARK HYDE/KTM
• 4th 200 A . . . JEFF FREDETTE/Team Green
• 1st Sr A . . . JOE LOJAK/Yamaha

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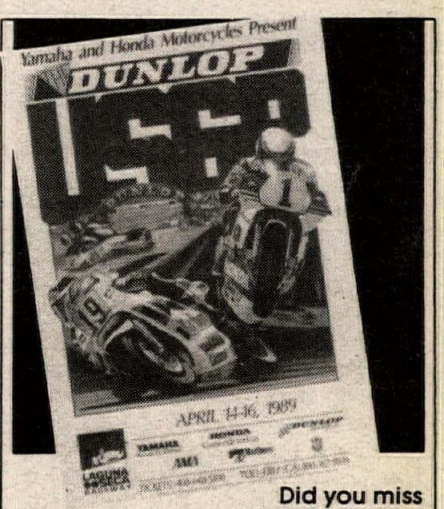

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Australian Jeff Leisk claimed 1-2 moto finishes for the overall win at the 500cc GP in Italy. He is now third in the point standings.

Louisiana's Trampas Parker captured his fourth 125cc GP win of the year in Czechoslovakia, while fellow American Bobby Moore took second.

World Championship 500cc MX Series: Round 8

Leisk jams to Italian GP win

By Alex Hodgkinson

BALDASSERONA, SAN MARINO, ITALY, JULY 2

A disastrous first moto for Belgian Eric Geboers and 1-2 overall finishes for his HRC teammates Jeff Leisk and David Thorpe at the San Marino GP means that just 25 points separate the trio as the championship goes into the final third of the season.

Even more significantly, Thorpe has recovered from his poor performance at the U.S. GP to be just 10 points behind Geboers with the next race at his home track at Farleigh Castle in England on July 23.

Kawasaki's Kurt Nicoll dropped to fourth in the charts and is now 40 points off the pace. Nicoll was holding his own in third ever since the Austrian GP last April.

A short rainfall just before the start of the first race meant that everyone had to be particularily careful. Championship leader Geboers was too careful and paid for it with a poor start. Former 250 and 500cc World Champion Georges Jobe, from Belgium, was more anxious and gave not only himself but also Geboers problems in the second uphill corner. Jobe tried to ride around the outside of the pack, normally a good tactic here, but in the wet conditions the line proved disastrous. The Honda rider spun around, putting six riders into the fence, including Finland's Kurt Ljungqvist and Italy's Maurizio Dolce, and caused havoc for those riders inside of him. Geboers was one of them.

"I had to stop, and with so much wheelspin, it was necessary for me to leg my way up the slope," said Geboers. "My legs are a little bit short for that sort of thing."

The defending champ's comeback was hindered by the wrong choice of tires, while his rival Thorpe built up an early advantage with the front-runners.

Thorpe was third behind Holland's Kees Van der Ven and Leisk. But Thorpe could not improve his position throughout the moto.

"I felt something was wrong right from the first lap," said Thorpe, as he pointed to a damaged front wheel. But after finishing third to Geboers' 15th, he had cut Geboers' points lead almost in half.

Van der Ven, who was slow in practice and unhappy on a dry track said, "It is so difficult to find the correct combination of tires and suspension when we only race on this type of track (hard-packed) once a year."

The factory KTM rider maintained the lead for 15 minutes before giving in to Leisk. Van der Ven would lose another position to last year's winner, American Billy Liles, who quickly settled into second place.

At the 30-minute mark, Thorpe made an aggressive pass on Van der Ven and moved back into third. But the dice wasn't over yet, as the Dutchman tried to retaliate which resulted in the two riders bumping into each other on the last lap.

Thorpe said, "I'm glad it was a gentleman like Kees. If we had touched any harder, I would've been down for certain."

Dietmar Lacher, who had the fastest time in the morning practice session, was gaining on Thorpe and Van der Ven before dropping his Honda halfway into the race. Lacher remounted just ahead of Geboers and left the champ well behind but was unable to pass Belgian Dirck Geukens for eighth on the last lap.

Lacher's last victim was Austrian Karl Sulzer, who rode a smooth race to pass Jo Martens late in the moto. Serge David, Jean Charles Tonus and Mervyn Anstie were snapping at Martens' heels. Anstie would've been much higher but he fell early on after hitting Nicoll's footpeg and again after half an hour when his front wheel washed out. Nicoll spent the second half of the race trying to find a way past local hero Giovanni Cavatorta. He eventually pushed his way past the Italian in the final corner.

Jacky Martens had been well up at the start but fell in the first half lap and quit after further trips over the handlebars. Italian Franco Rossi looked good for fifth place, but, with just four laps remaining, his rear wheel collapsed.

After crashing in the second corner, Jobe tried making a comeback but failed when he crashed again and quit at the halfway point.

Leisk was obviously determined for a sweep as he blasted out of the gate and into the lead at the start of the second moto. Second place was Rossi, while Thorpe used the tremendous power of his factory Honda to roost past Van der Van and Gaspardone up a long climb for third.

Lacher was also on the move but was the latest victim of the brutal tactics of Jacky Martens. The Belgian, Martens, dug his handlebars into Lacher's chest in an off-cambered turn, knocking the wind out of the German's lungs. Lacher could not continue. Martens moved up and followed Anstie and Geboers past Geukens as they disputed over sixth place. They were soon joined by Liles, who had detached himself from the chasing group while Jobe and Nicoll fought their way through the dogfight.

Unexpectedly, Leisk was unable to pull away at the front and he only had a narrow advantage when Thorpe powered past Rossi on the same uphill he had used to pass Van der Ven.

With his teammates up front, Geboers got his act together and eventually passed Anstie for sixth at half distance.

Thorpe responded immediately. Realizing he had little chance of passing Leisk up the hill like he had done to Rossi and Van der Ven, Thorpe dove inside on a downhill. The first attempt failed as even the strong Englishman could not hold it in the off-cambered turn. But, choosing another descent, there was no mistake the second time and Thorpe pulled away for the moto win while Leisk settled for second place and the overall.

Rossi had kept in contact until the rear end of his KTM seized, and Gaspardone finally fell after half an hour under pressure from Geboers.

That left Van der Ven in a secure third, but Geboers, desperately trying to stay clear of the chasing Liles, was closing fast. Anstie and Jobe were next while Nicoll had to battle past Geukens and Martens.

In the final move amongst the leaders, Geboers passed Van der Ven in the penultimate lap to give HRC a 1-2-3 sweep while Van der Ven repulsed the attacks of Liles. •

Results

O/A: 1. Jeff Leisk (Hon); 2. David Thorpe (Hon); 3. Billy Liles (Kaw); 4. Kees Van der Ven (KTM); 5. Kurt Nicoll (Kaw).

MOTO 1: 1. Leisk; 2. Liles; 3. Thorpe; 4. Van der Ven; 5. Nicoll; 6. Giovanni Cavatorta (Hon); 7. Jacky Vimond (Hon); 8. Dirk Geukens (Hon); 9. Dietmar Lacher (Hon); 10. Karl Sulzer (KTM); 11. Joe Martens (Kaw); 12. Serge David (Hon); 13. Jean Charles Tonus (Hon); 14. Mervyn Anstie (Hon); 15. Eric Geboers (Hon).

MOTO 2: 1. Thorpe; 2. Leisk; 3. Geboers; 4. Van der Ven; 5. Liles; 6. Mervyn Anstie (Hon); 7. Georges Jobe (Hon); 8. Nicoll; 9. Geukens; 10. Jacky Martens (KTM); 11. David; 12. Leo Combee (Hon); 13. Tonus; 14. Eno Carducci (Hon); 15. Kurt Ljungqvist (Yam).

POINT STANDINGS: 1. Geboers (211); 2. Thorpe

(201); 3. Leisk (186); 4. Nicoll (171); 5. Van der Ven (164); 6. Jacky Martens (142); 7. Jobe (120); 8. Geukens (106); 9. Liles (90); 10. Leif Persson (87).

World Championship 125cc MX Series: Round 7

Parker keeps on rollin' in Czecho

DALECIN, CZECHOSLOVAKIA, JUNE 18

American Trampas Parker, from Shreveport, Louisiana, captured his fourth overall 125cc GP victory of the year, extending his already commanding points lead in the series. Italian license-holder Parker topped both motos while his nearest rival in the point standings, Italy's Alessandro Puzar, could do no better than 12th in the first moto after being involved in a first-turn pileup. Parker gained 16 points on Puzar in the first moto alone and collected three more against Puzar in the second moto.

In the first moto, Parker jumped out to a six-second lead in the opening lap, while Puzar went down with Dutchman Marcel Van Drunen and German rider Pitt Beirer and was forced to restart in the back of the pack.

Up front, Parker cruised ahead of fellow Americans and KTM teammates Bobby Moore and Mike Healey, who had passed Belgian Stefan Everts. After dropping back to fourth, Everts spent the entire moto defending his position against Suzuki teammate Pedro Tragter.

For the remainder of the race, Parker set the pace and eventually stretched out his lead to 10 seconds over Moore, while Healey dropped back towards the end of the moto but still held on to third ahead of Everts and Tragter.

Belgian Bernard Magain finished the moto in sixth, while British rider James Dobb took seventh. Crossing the finish line next was another American, Suzuki-mounted Ricky Ryan.

Parker, once again, jumped into the early lead at the start of the second moto but had Puzar to contend with this time. The two riders took charge as they diced for the lead and pulled away from Moore. Puzar mounted a relentless attack on Parker, but the KTM pilot thwarted the pursuer's challenges and crossed the finish line just five seconds ahead of the Italian.

Moore finished in third after Healey dropped out with a broken fork stanchion tube.

Everts and Tragter, again, battled back and forth until Tragter was forced to retire after the two collided. Everts was trying to make a pass but he slammed into Tragter and smashed his rear brake assembly. Everts' 4-4 moto finishes gave the Belgian third overall. Finishing fifth and sixth in the moto were Holland's Teus Visser and Frenchman Yves Demaria.

American A.J. Whiting scored his first points of the season after placing 11th in the moto. •

Results

O/A: 1. Trampas Parker (KTM); 2. Bobby Moore (KTM); 3. Stefan Everts (Suz); 4. Alessandro Puzar (Suz); 5. Teus Visser (Yam); 6. Rick Ryan (Suz); 7. Mike Healey (KTM); 8. Marco Van Drunen (Hon); 9. Pedro Tragter (Suz); 10. Massimo Contini (Cag).

MOTO 1: 1. Parker; 2. Moore; 3. Healey; 4. Everts; 5. Tragter; 6. Bernard Magain (Kaw); 7. James Dobb (Hon); 8. Ryan; 9. Thierry Godfroid (Kaw); 10. Visser; 11. Van Drunen; 12. Puzar; 13. Bartolini; 14. Fabio Buda (KTM); 15. Svendsson.

MOTO 2: 1. Parker; 2. Puzar; 3. Moore; 4. Everts; 5. Visser; 6. Massimo Contini (Cag); 7. Yves Demaria (Yam); 8. Gunther Geerts (Hon); 9. Ryan; 10. Van Drunen; 11. A.J. Whiting (Hon); 12. Povar; 13. Edwin Evertsen (Suz); 14. Werner DeWit (Kaw); 15. Kucirek.

POINT STANDINGS: 1. Parker (247); 2. Puzar (203); 3. Healey (147); 4. Davey Strijbos (138); 5. Moore (137); 6. Demaria (108); 7. Contini (87); 8. Tragter (76); 9. Everts (67); 10. Andrea Bartolini (66).

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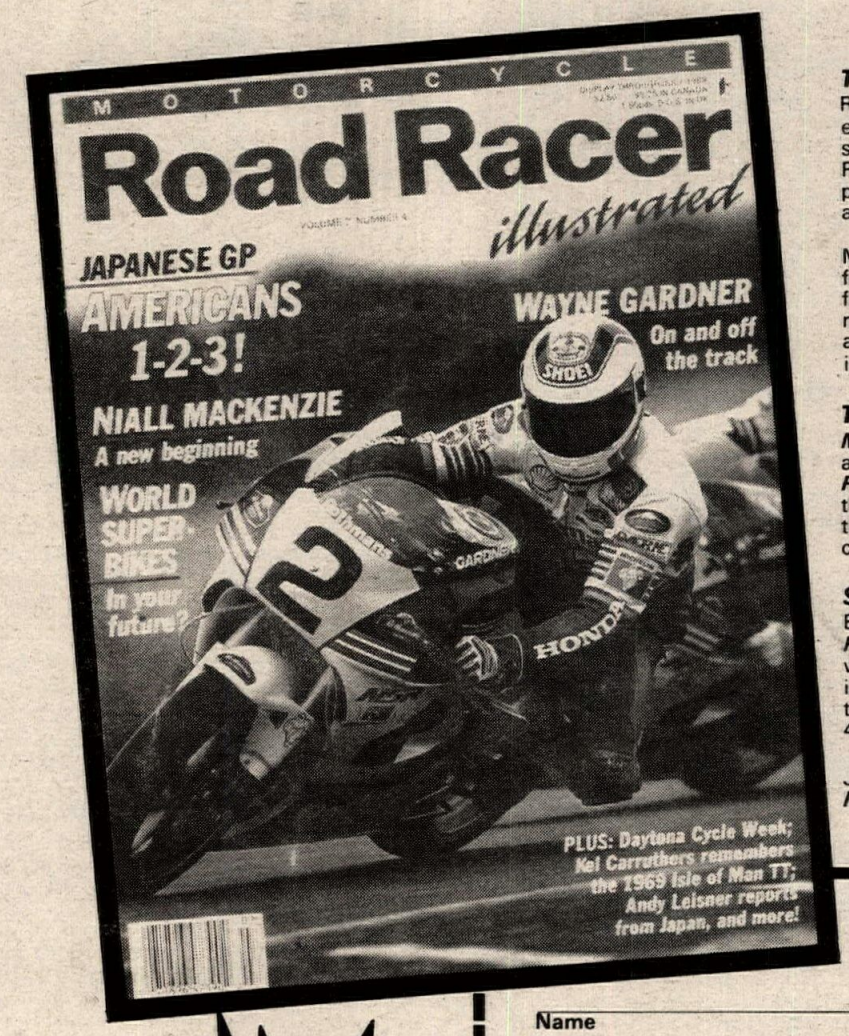

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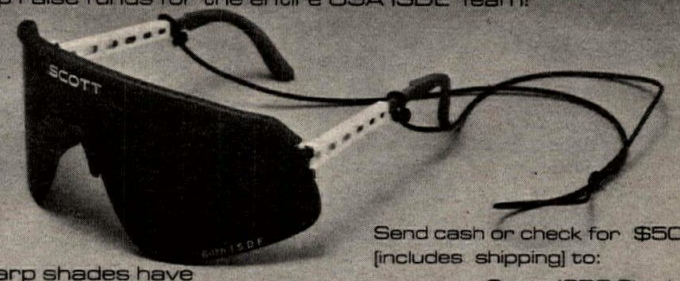

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Five-time Italian National Enduro Champion Angelo Signorelli celebrates his last-minute, come-from-behind victory at the Incas Rally in Peru.

Ivan Alborghetti had a comfortable lead going into the final day, but a destroyed tire cost the Italian the overall victory by 25 seconds.

KTM rider Fabrizio Meoni leaves the town of Areqwuipa during a day-four special test. Meoni ended up finishing fourth overall.

Signorelli storms to Incas Rally win

CUZCO, PERU, JUNE 5-15

Five-time Italian National Enduro Champion Angelo Signorelli out-lasted and out-lucked the rest of the competitors in the Acerbis Incas Rally '89. The Yamaha rider took the overall win after jumping into the top spot at the very last minute, beating out late-race favorite Ivan Alborghetti by a mere 25 seconds. Alborghetti had finished the evening before with a very comfortable 37-minute lead over second place Ryszard Gancewski of the Polish team, who was only seconds ahead of Signorelli at the time.

The event covered 2576 miles in the southern half of Peru, starting in Lima on Monday, June 5. The course headed south down the coast to Ica, then south again to Arequipa before heading inland to Puno, on the shores of Lake Titicaca. The riders then turned northeast to Cuzco, where they finally finished up, after a flat-out final run into the Amazon Basin town of Puerto Maldonado and back.

Overall sponsorship for the event was provided by Franco Acerbis of Acerbis Promotion, as well as Camel Adventures, SoMet Textiles, Avendero Freight and Agip Fuel (Italy). There were nine days of racing and one day of rest.

Alborghetti, who seemed like a shoo-in on the next-to-last day, started the run back from the jungle with plenty of speed and confidence. He led through each of the check points in the beginning and suddenly dropped from the standings when his rear tire self-destructed from the high speeds and heat. He finished fourth for the day, but on a tire that was missing every knob and just barely hanging onto the rim.

Polish entrant Gancewski, who was also in striking distance on the last day, lost all hope when his rear wheel collapsed, leaving him stuck in the middle of the jungle. To add insult to injury, the support truck that picked up Gancewski developed severe mechanical problems and stranded the whole group for three days. Gancewski's teammate, Zbigniew Przybyla, upheld the team honor by finishing third overall for the event. Fourth was Fabrizzio Meoni of Italy.

Walter Surini, overall winner of last year's Incas Rally, finished fifth overall. During the event he worked his way up to third overall, but never really got on the mainjet hard enough to overcome the challenge presented by the rest of the race leaders. Finishing sixth was Polish rider Gancewski, while Roberto Belmonte of the Peru Desert team finished up his ride on an XR600 for seventh overall.

Eighth overall was Greek Motocross and National Enduro Champion Christos Tasoulis, who battled up to eighth after suffering a massive engine seizure on the second day and having to accept the maximum time penalty for the day. Japanese legend Toshi Nishyama finished ninth overall, mostly by virtue of a solid, steady ride throughout the event. Nishyama is a veteran of many ISDEs and was the Japanese organizer for the Incas Rally. He introduced seven other Japanese riders to the event. Only one of them, Nokuo Tsutomu, finished in the results. Rounding out the top 10 was Aldo Winkler of Italy on a KTM 350.

The American hope for the event was former National Enduro Champion Kevin Hines, who rode the Roof of Africa Rally last year. Hines attacked the first day of the event with a vengeance — a three-mile beach race held to determine starting position for the actual rally which would begin the next day. He took a third-slot starting position behind French rider Thierry Magnaldi and Italian Giorgio Grasso.

The next day was the first tough special test, a 117-mile run during a total 315-mile day. Hines started third and passed Grasso midway through the test and had Magnaldi in his sights toward the end of the timed course, until he suddenly ran out of fuel. He waited for assistance, finally receiving it from Olle Ohlsson, the lone Swedish entry in the event and a good friend of Hines'.

"When we took off again, we rode side-by-side to try to stay out of each other's dust and we never should have done that," said Hines. "I was nervous, in a hurry, and not paying attention, and I hit a big rock in the middle of the road at about 70 mph."

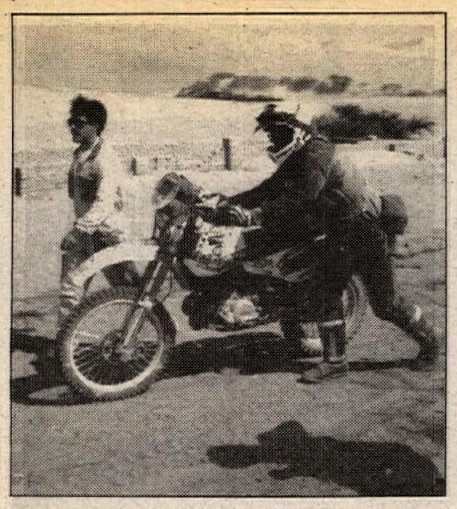
The resulting crash broke Hines' collarbone and three of his ribs, and he suffered a mild concussion. He had the dubious distinction of being the first rider to be carried away in the helicopter. After a two-day stay in a Lima hospital he headed home to heal.

This left the responsibility for a decent American finish in the hands of Sidney Dickson, a tree mover from St. Michaels, Maryland. Dickson's last serious rally competition was in the London (England) to Sydney (Australia) Marathon in 1968, a 10,500-mile car rally. But when the already unmerciful time schedule got tougher towards the end of the week, Dickson finally arrived well after dark on his rental KTM. Since the next two days — into the jungle and back — promised to be brutal, he decided to hang it up and become a tourist.

"I proved what I wanted to prove and I don't need to try to hurt myself now. I had a good time," said Dickson.

Of the other notable names in the "DNF" column, one in particular stood out — Heinz Kinigadner, 250cc MX World Champion in '84 and '85 and a well-known Austrian wildman. Although Kinigadner had no previous rally experience, he was an immediate favorite for the win. On the same day Hines went down — the first full day of the rally — Kinigadner was smoking along a cliff-edge mountain road, while feeling a little addled from the altitude and fighting his way around someone else's dust cloud.

When he broke out of the dust the trail turned right, following a canyon into the edge of the mountain, Kinigadner was going too fast to make the turn. Forty-feet across a deep chasm was the road again, looping back on the other side of the canyon, so he did what any decent motocrosser would do — he straightened up and jumped it. The bike cased out on the edge of the road on the other side, flipping him over the bars and safely onto the road, while the bike dropped off the cliff.



American Sidney Dickson pushes his KTM after running out of gas.

Kevin Hines broke his collarbone and ribs after crashing on day one.

That little exploit broke the bike in two and earned him the nickname "El Condor." His pit crew repaired the bike over the next two days, using up his two forfeit days, and upon his restart he promptly blew the motor.

Throughout the 2500 miles of the Incas Rally, all the logistics and connections miraculously went together smoothly. Considering that, including the racers, the total attendance for the event was about 300 people, Acerbis did a fantastic job of keeping the group together and moving between many far-flung locations. In the early days of the event, the support people were shuttled by bus from one city to the next, and when bus travel became impossible (due to great distances across the Andes Mountains), they were switched over to commercial jet travel.

Also, a concern that was on everybody's mind was the constantly implied threat of terrorism attacks against the rally. Actually, that threat, amplified by an American TV report and a short piece in Time magazine, soured all the rest of the interested American entries right from the start. Fortunately, no attacks of any kind were attempted during the event. Aside from a few cases of petty thievery, everything went off well. •

Results

O/A: 1. Angelo Signorelli (Yam); 2. Ivan Alborghetti (KTM); 3. Zbignien Przybyla (KTM); 4. Fabrizio Meoni (KTM); 5. Walter Shrini (Val); 6. Ryszard Gancewski (KTM); 7. Roberto Belmonte (Hon); 8. Christos Tasquilis (KTM); 9. Toshi Mishiyama (KTM); 10. Aldo Winkler (KTM); 11. Esteban Sanchez (Hon); 12. Padlo Spaliviero (Hon); 13. Beppe Gualini (Suz); 14. Luigi Valentini P. (Val); 15. Cyril Nevell (Yam); 16. Carlos Cruz (Hon); 17. Roberto Luzuriaga (Hon); 18. Eduardo Belmonte (Hon); 19. Flavid Garadi (Hon); 20. Giorgio Grasso (KTM).

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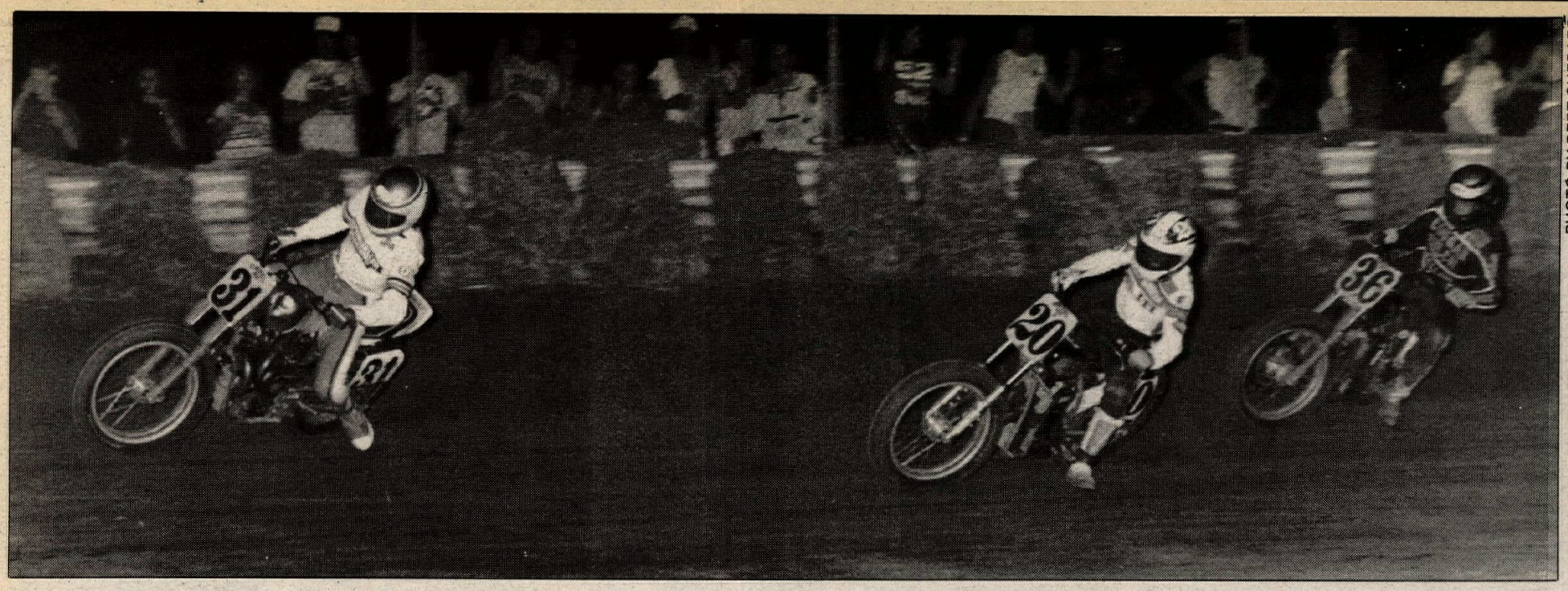

PHOTO BY BERT SHEPARD

Dan Ingram (31) leads winner Chris Carr (20) and runner-up Steve Aseltine at the Orrville Half Mile in Ohio.

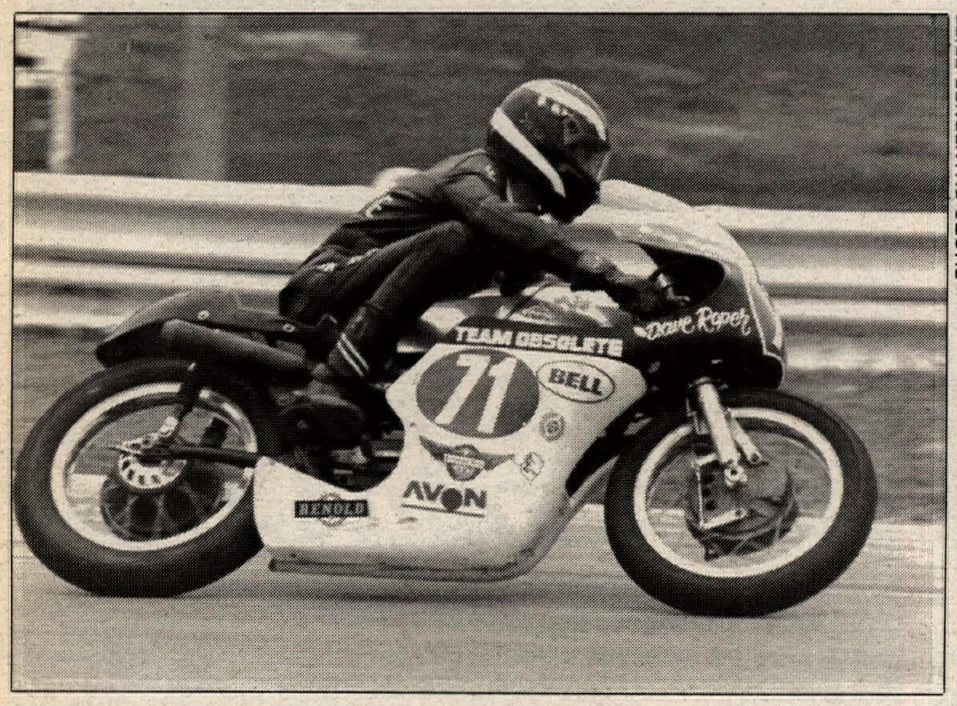

PHOTO BY WERNER FRITZ

Team Obsolete's Dave Roper topped both the Premier 350 and 500cc Grand Prix classes at the Historic Cup road races at Road America.

AHRMA Historic Cup Road Race Series: Round 4

Roper twice at Road America

By Brian Catterson

ELKHART LAKE, WI, JUNE 25

Team Obsolete's Dave Roper posted a pair of wins in the Premier 500 and 350cc Grand Prix classes of the Historic Cup road races at Road America.

Despite breaking ribs the previous weekend at Loudon, Roper was in fine form at the scenic four-mile Elkhart Lake circuit.

In race one Roper, riding a 1962 AJS 7R, defeated Joe Lachniet on a '65 Yamaha TD1C two-stroke and Bill Anderson on a '69 Harley-Davidson Sprint to top the 350cc class. Stan Keyes won the concurrent 750cc Sportsman class on a '72 Norton Commando, and Pat McHenry won Class C on a '48 Indian.

Later, in race three, Roper rode his '59 Matchless G50 to the Premier 500 victory over a hard-charging Pete Johnson on a '68 Honda CR500 and Kurt Liebmann on a similar CR450. Tom Keister won 250cc GP on a '67 Ducati MK3, with Sven Bley taking the 200cc GP trophy on his '59 Bultaco 175 TSS and Beno Rodi again topping the Pre-1940 category on his '38 Norton Manx.

Race two saw Thomas Marquardt take the 750cc GP win on a '73 Honda CR750, while Chris Helland won the 500cc Sportsman class on a '70 Ducati and Dave Bishop topped the Two-Stroke GP class on a '72 Yamaha TR3.

Results

750 SPTSMN: 1. Stan Keyes (Nor); 2. Peter Watson (BMW); 3. Rob Tuluie (Nor); 4. Scott Serritella (Nor); 5. Dave Cromer (BSA).
350 GP: 1. Dave Roper (Ajs); 2. Joe Lachniet (Yam); 3. Bill Anderson (H-D); 4. Don Fromm (Duc); 5. Mike Mitchell (Duc).
CL C: 1. Pat McHenry (Ind); 2. L.V. Hall (Ind); 3. Beno Rodi (R-E); 4. Al Knapp (H-D); 5. Butch Baer (Ind).
750 SPTSMN: 1. Thomas Marquardt (Hon); 2. Stan Keyes (Nor); 3. Peter Watson (BMW); 4. Tim Parker (Lav); 5. Pat Conroy (H-D).
500 SPTSMN: 1. Chris Helland (Duc); 2. Jon Stauffer (Hon); 3. Bob Bulmeer (BSA); 4. Scott Rothermel (Duc); 5. Edward Vitt (Hon).
2-STRK GP: 1. Dave Bishop (Yam); 2. Phil Pummell (Suz); 3. Donald Georger (Yam); 4. Kevin Gonyou (Yam); 5. Bruce Finlayson (Yam).
PREM 500: 1. Dave Roper (Mat); 2. Pete Johnson (Hon); 3.Kurt Liebmann (Hon); 4. Jon Stauffer (Hon); 5. Michael Schneider (Hon).
250 GP: 1. Tom Keister (Duc); 2. Robert Shudick (Duc); 3. Mark Morell (Duc).
200 GP: 1. Sven Bley (Bul).
PRE-1946: 1. Beno Rodi (Nor); 2. Erich Bley (Dkw); 3. Steve Coe (H-D); 4. Al Knapp (H-D); 5. Butch Baer (Ind).
POINT STANDINGS
PREM 500: 1. Dave Roper (3670); 2. Pete Johnson (2670); 3. Kurt Liebmann (2100); 4. Jon Stauffer (1730); 5. Dick Miles (1032).
750 SPTSMN: 1. Peter Watson (2400); 2. Stan Keyes (2200); 3. Rob Tululie (1915); 4. Keith Martin (1700); 5. Scott Serritella (1465).
500 SPTSMN: 1. Jon Stauffer (2305); 2. Chris Helland (1835); 3. Ed Abdo (1500); 4. Edward Vitt (1035); 5. (TIE) Michael Green/Ted Hubbard (1000).
750 GP: 1. Stan Keyes (2105); 2. Pat Moroney (2000); 3. Kurt Liebmann (1935); 4. Pat Conroy (1765); 5. Peter Watson (1645).
350 GP: 1. Dave Roper (4000); 2. Joe Lachniet (2205); 3. Tom Keister (1735); 4. Norman Morell (1665); 5. Don Fromm (1365).
250 GP: 1. Tom Keister (3000); 2. Mark Morell (2535); 3. Kenneth Baker (1100); 4. Michael Green (1000); 5. Mary McCaw (930).
200 GP: 1. Sven Bley (1700); 2. Chris Jensen (1370); 3. Doc Batsleer (1200); 4. (TIE) Carl Bachmann/John Long/Mike Ragan/Ivo Slezak (1000).
2-STRK GP: 1. Kevin Roberson (2265); 2. Todd Henning (2000); 3. Ricky Soles (1670); 4. Phil Pummell (1535); 5. Kevin Gonyou (1135).
CL C: 1. Dick Miles (2235); 2. (TIE) Norman Nelson/Beno Rodi (2000); 4. Al Knapp (1970); 5. Butch Baer (1935).
PRE-1940: 1. Beno Rodi (3700); 2. Steve Coe (2365); 3. Erich Bley (2070); 4. Al Knapp (2035); 5. Butch Baer (1878).

AMA Eastern Regional Dirt Track Series

Carr on top at Orrville HM

By Bert Shepard

ORRVILLE, OH, JUNE 23

"I just cut the strings on the bales up by the cushion," said Harley-Davidson factory team member Chris Carr after he won the Orrville Half Mile at Buckeye Speedway. "I had trouble finding out what was going to work, so I went back to what worked in the heat race — the outside."

Carr and runner-up Steve Aseltine had just given the crowd a demonstration of how to ride a 600cc motorcycle on the fast three-eighths mile oval. Dan Ingram, aboard the Sponseller Racing 750cc Honda, had to settle for third behind the "little" bikes.

Hawaii's Kris Kiser topped the Junior final and Tony Donahue was victorious in the Pro-Am main at the event which was promoted by Freedom Harley-Davidson of Massillon, Ohio.

Sponseller Racing's Steve Morehead, a multi-time winner at Buckeye Speedway, set fast time at 20.317 seconds. Ingram was next at 20.470. Carr and Will Davis were the only other racers to drop into the 20-second bracket at 20.707 and 20.749, respectively.

Mike Hale was the quickest Junior in time trials, turning in a 21.016-second lap. Kiser, James Hart and Brian Tillson were within three-tenths of a second of Hale.

The first Expert heat was won by Aseltine with a closing Morehead second, Don Estep third and Scott Stump fourth. Randy Texter finished fifth and would be the first alternate for the main as the heat would be the fastest of the three run.

Martin LaVoie pulled the holeshot at the start of the second heat, but Dan Ingram took over the lead for good on lap two. LaVoie faded and Chance Darling, Garth Brow and Erick Graybeal took the next three spots to advance to the main.

The third and final heat proved to be the most interesting. Buckeye Speedway has no containment barriers on the outside of turns one and two or the back straightaway. It's possible for a rider to go over the top in the turns and reenter the track on the back straight. And that's exactly what Carr did. The 600 National Champion got into the first turn too hot and found himself in eighth place when he came back on the track along the back straight.

"I went deer hunting for a while," said Carr after the race.

After his off-track excursion, Carr treated the crowd to a demonstration of just how fast he could ride his 600 Harley-Davidson. After one lap he was in third behind George Roeder and Steve Burkholder. Roeder proved harder to put away than some of the other racers Carr passed on his way to the front. The Monroeville, Ohio, pilot stayed with Carr for two laps, but on the white flag lap Carr put Roeder away and set off after Burkholder. Carr's impressive charge yielded a victory by a bike length over Burkholder at the finish line.

Junior heats were won by Hale, Tillson and Kiser. Kiser's heat was the fastest.

Pro-Am qualifying heats were won by Steve Beattie, Kyle Long, Harold Dorsey and Greg Sims.

As the Expert main event was being staged, Roeder discovered his Harley had a flat tire. He went on the two-minute clock and the drama mounted. Alternate Texter fired up his XR750 and waited. The change couldn't be completed in the allotted time and the referee Russ Collar waved Texter into the main just as Roeder took his place on the grid. Collar ordered Roeder off the track, much to his and the partisan crowd's disappointment.

The main started with Morehead and Ingram up front with the field close behind. Carr and Aseltine diced and closed on the Sponseller Racing teammates. Ingram got by Morehead and on the sixth lap Carr and Aseltine moved around Morehead and set off after Ingram.

On lap seven, Ingram was the meat in the 600cc sandwich as Carr went high and Aseltine low to pass him in turn two. Aseltine gave it his best shot, but the Canadian couldn't get by Carr and the win went to the Harley-Davidson/Arai/Hap Jones/Tsubaki/Takai/Alpinestars/Sunoco Racing Fuels/Works Perfor-

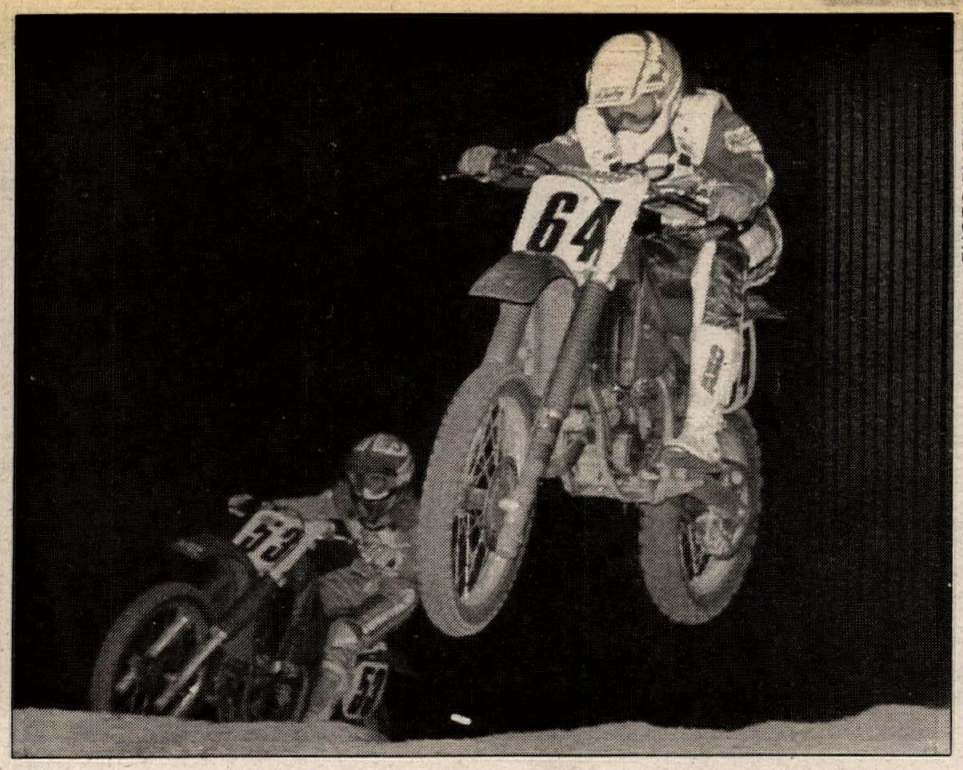

PHOTO BY TERRY REZEK

Matt Drury (64) led Joel Tokarsky (53) early in the second 125cc Intermediate moto, but Tokarsky swooped by and rode on to the win.

mance/White Bros-sponsored Californian.

"I have to thank my tuners — Kenny Tolbert and Sammy Sweet. We have one of the best combinations going. We're like brothers on the road, kind of like the Three Stooges. But I haven't figured out which one of us is Curly yet," said a smiling Carr.

Third went to Ingram and Stump took fourth in front of Morehead.

Texan Hale had the Junior final in hand for six of the 10 laps, but he fell in turn two, unhurt, on lap seven and Kiser sailed home the winner. Tillson, Scott Buchan and Jason Fletcher fought over second but Fletcher got the drive off of four when it counted and took the spot at the line. Tillson ended up third with Buchan fourth.

"I need to thank my dad and Marlin Hart, Honda of Maui, Arai, Kiser Honda, AXO and Tsubaki for all their help, I just ride the missile!" said Kiser.

Dorsey led the Pro-Am main but soon brought out the red flag when he crashed in turn one. The race was restarted with Dorsey at the rear and Donahue at the front. Donahue and Sims battled for the lead but Sims crashed in turn two and Donahue went on to win with Scott Sehl taking second and Conrad Parshall third.

"I was lucky that I got by (the downed Sims and his bike)," said Donahue, who thanked Butch Donahue of Donahue Harley-Davidson, Ron Wood, General Engineering, Bell and Dave Durelle for their support.

Results

EX: 1. Chris Carr (H-D); 2. Steve Aseltine (H-D); 3. Dan Ingram (Hon); 4. Scott Stump (H-D); 5. Steve Morehead (Hon); 6. Steve Burkholder (H-D); 7. Randy Texter (H-D); 8. Donnie Estep (H-D); 9. Chance Darling (H-D); 10. Garth Brow (H-D); 11. Peter Hook (W-R); 12. Erick Graybeal (W-R).

JR: 1. Kris Kiser (H-D); 2. Jason Fletcher (Rtx); 3. Brian Tillson (W-R); 4. Scott Buchan (H-D); 5. Larry Pegram (W-R); 6. David Lloyd (Rtx); 7. Mark Van Housen (H-D); 8. Andy Segalini (W-R); 9. David Reeves (H-D); 10. Dave Duhaime (W-R); 11. Mike Hale (W-R); 12. David Rabinette (H-D).

P-A: 1. Tony Donahue (W-R); 2. Scott Sehl (H-D); 3. Conrad Parshall (H-D); 4. William Bromley (Rtx); 5. Roy Hart (Rtx); 6. Kyle Long (H-D); 7. Brent Armbruster (H-D); 8. Shawn McNary (W-R); 9. Steve Beattie (W-R); 10. Harold Dorsey (H-D); 11. Greg Sims (W-R); 12. Glen Brown (Rtx).

Parsons wins first LACR night MX

By Terry Rezek

PALMDALE, CA, JUNE 3

The air temperature may have gone down with the sun but the racing heated up as the California Racing Club began night racing at L.A. County Raceway. The first race saw a horde of minis hit the track with Intermediates Terry Parsons and Robby Hock leading the pack. Hock won moto one but Parsons jammed on the one-lap shortened second moto for that win and the overall.

In the Vet Beginner class, Bret Greening swept both motos for the win while David Kaiser took the overall in the Vet Novice contest with a second moto win. Russ Hoffman took moto one of the Vet Intermediate race, followed by Curt James and Randy Anderson. Hoffman grabbed the holeshot in moto two and was well on his way to the overall when he decided to admire the well-prepped track from close range. James slipped by to take the moto and the overall, followed by Hoffman and Anderson.

Kevin O'Brien nailed both motos of division one of the 125cc Beginner class for the first-place trophy. Second went to Dan Garb who recovered from a poor first moto to take second in moto two. Kendall Stanley also had a pair of aces in division two to take the pot there.

Donald Upton left the other 125cc Novices in the dust in both motos for an easy win. Dave Kopels got second and Chris Cole finished third.

The 125cc Intermediate class was frantic. Steven Kotajarvi holeshot in moto one, but Joel Tokarsky blew by before the second turn. In the middle of the first lap Dustin Evans out-powered both of them and took the lead. Evans kept the wick up and won by a large margin, followed by Tokarsky and Kotajarvi.

Matt Drury led off the line in moto two with Tokarsky again swooping by for the early lead. Evans got a last-place start and attacked the course with abandon. So much so that he went down hard in the middle of the race and was barely able to finish.

Randy Moody led moto one of the 125cc Pro race from gate to flag, despite a bike that sounded like it was in the final stages of meltdown. Rich Truchinski and Mike Dunlap came in the next two spots.

Eric Wicker took the holeshot away in moto two but gave the lead to Moody before the lap was half over. Moody led until he fell over 50 feet from the checkered flag and Troy Welty slipped past for the win before Moody could get his still-running bike up. Welty took the overall, with Moody recovering for second.

Results

80 BEG: 1. James Theys Jr. (Suz); 2. Ryan MacKinney (Kaw); 3. Bobby Killian (Yam); 4. Raymond Carrion (Hon); 5. Mike Rust (Kaw).

80 NOV: 1. Marc Lippert (Suz); 2. David Evilsizer (Suz); 3. Scott Johnson (Suz); 4. Tracy Asher (Suz); 5. Chris Allen (Suz).

80 INT: 1. Terry Parsons (Hon); 2. Robby Hock (KX).

SR BEG: 1. Larry Kirsch (Hon); 2. Dale Brocket.

SR INT: 1. Robert Linville (Suz).

SR EX: 1. David Rogers (Hon).

VET BEG: 1. Bret Greening (ATK); 2. Mike McAlpin (Kaw); 3. Richard Swihart (Suz); 4. Brian Schultz (Yam); 5. Herbert Allen (Kaw).

VET NOV: 1. David Kaiser (Suz); 2. Jim Hale (Suz); 3. Bob Arellano (Hon); 4. John Sullivan (Yam); 5. Peter Terracciano.

VET INT: 1. Curt James (Yam); 2. Russ Hoffman; 3. Randy Anderson (Yam).

VET EX: 1. Mike Basworth.

JR VET BEG: 1. Terry Puls (Hon); 2. Pete DeGrandis (Yam); 3. Mark Marquez (Hon); 4. Charles Bang (Hon); 5. Dan Thompson (Hon).

JR VET NOV: 1. Eric Casas (DG); 2. Karl Allen; 3. Mark Parkerson (Kaw); 4. Matt Johnson (ATK); 5. Rod Anastasia (Yam).

JR VET INT: 1. Ken Neitzel (Kaw); 2. Martin Ansorge (Hon); 3. Tony Pulliam (Yam).

JR VET EX: 1. David Thayer (Hon).

125 BEG D-1: 1. Kevin O'Brien (Hon); 2. Dan Garb (Hon); 3. Chuck Romaine (Kaw); 4. Eddie Tanner (Hon); 5. Gene Nardone (Hon).

125 BEG D-2: 1. Kendall Stanley (Hon); 2. Randall Lippie (Suz); 3. Jim Nutter (Kaw); 4. Chris Garcia (Yam); 5. Rob Pankratz (Hon).

125 NOV: 1. Donald Upton (Hon); 2. Dave Kopels (Hon); 3. Chris Cole (Kaw); 4. Robert Kong (Hon); 5. Joe Condron (Hon).

125 INT: 1. Joel Tokarsky; 2. Steven Kotajarvi (Kaw); 3. Malcolm Brix (Suz); 4. Tony Barrante (Hon); 5. Jimmy Chamberlain.

125 PRO: 1. Troy Welty; 2. Randy Moody (Hon); 3. Mike Dunlap (Suz); 4. Eric Wicker (Hon); 5. Rich Truchinski (Yam).

250 BEG: 1. Jeff Rands (Hon); 2. Terry Puls (Hon); 3. Carl Dehaan (Yam); 4. Mike Blair (Kaw); 5. Dale Guntar (Yam).

250 NOV: 1. Danny Seyler (Hon); 2. Mike Geim (Hon); 3. Jim Ryder (Suz); 4. Nick Athans (Yam); 5. Travis Mullins (Suz).

250 INT: 1. Kelly Pugmire (Suz); 2. Sean Bradley (Hon); 3. Adam Pontious (Hon); 4. Merle Hammer; 5. Jim Sendelbach (Hon).

250 PRO: 1. Tim Telford (Suz); 2. Eric Wicker (Hon); 3. Rich Truchinski (Yam); 4. Jeff Black (Hon); 5. Jonny Zahrt (Suz).

500 BEG: 1. Geoff Cobbett (Hon); 2. Dave Tieskoetter (Hon); 3. Bruce Zacuto (Hon); 4. Dan Renwick (Yam); 5. Mike Hansen (Hon).

500 NOV: 1. Dave Kopels (Kaw); 2. Jerry Ehlers (Kaw); 3. Karl Allen (Hon); 4. Scott Pearson (Hon); 5. Ryan Cunya (Hon).

500 INT: 1. Danny Casson; 2. David Thayer (Hon); 3. Martin Ansorge (Hon).

PHOTO BY LARRY LAWRENCE

Kurt Hall dominated the WERA National sprint races at Road Atlanta. He won a total of five classes and earned $1200 in contingencies.

Hall takes five at Road Atlanta RR

By Larry Lawrence

BRASELTON, GA, JUNE 18

Kurt Hall, riding a Yamaha FZR1000 and a Suzuki GSXR750, dominated WERA National sprint-race action at Road Atlanta. Hall was practically unstoppable this weekend, winning most of the races by large margins. His victories came in A and B Superbike, A Production, B Superstock and Formula USA. Hall won $1200 in WERA and Yamaha contingency money for his efforts.

Hall's biggest victory came in the regional Formula USA contest, which counts towards the National Series Championship. California rider Chuck Graves, who had won both National F-USA events to date, was on hand. His reason was two-fold — he needed the points for the overall series standings, plus he wanted to get race time in at Road Atlanta. Don Canet had also traveled from California to compete in this race, as the final round of the F-USA series will be held here in November. Series regulars and Team Suzuki Endurance teammates Mike Smith and Paul Bray would be tough to beat on this, their home track.

As expected, Hall, Smith and Bray established themselves as the riders to beat. Hall led the first lap but was passed by Smith going into turn one to start the second lap. The next time around it was Bray leading the way with Hall having drafted by Smith on the back straight in second. Graves was dropping well behind the leaders and was having a tough time with Southeast riders Mike Reed, Fabian Cortez on an FZR600, and Jeff Duckworth.

Hall began to pull away, using the abundant power of his Dave Zupan-tuned Yamaha. By the halfway point in the race, Hall was four seconds ahead of Bray, with Smith another five seconds behind in third. Hall went on to post a seven-second margin of victory over Bray.

Graves finally out-motored the locals and moved up to a solid fourth. Graves later said that he was having problems getting used to the high-speed downhill section of the back straight.

Fabian Cortez finished exceptionally well, taking fifth on his little 600 among the large pack of 1100s and 1000s.

Cortez showed again why he is one of the top up-and-comers in the Formula Two race. Pat O'Leary led most of the race on his Yamaha TZ250. Cortez was pushing his FZR400 to its limits and carved away at O'Leary's lead. With two laps to go Cortez was able to get around O'Leary going into turn five. Even though O'Leary is a good rider and his two-stroke had much more top speed than the FZR400, Cortez held him off to the checkered flag.

Results

F-USA: 1. Kurt Hall (Yam); 2. Paul Bray (Suz); 3. Mike Smith (Suz); 4. Chuck Graves (Suz); 5. Fabian Cortez (Yam).

A S/BK EX: 1. Kurt Hall (Yam); 2. Mike Reed (Suz); 3. Danny Roberts (Suz).

A S/BK NOV: 1. Scott Turner (Suz); 2. Jack Dupree (Suz); 3. Rob Lacombe (Kaw).

B S/BK EX: 1. Kurt Hall (Suz); 2. Fabian Cortez (Yam) (Yam); 3. Mike Reed (Suz).

B S/BK NOV: 1. Tripp Nobles (Suz); 2. Kelly Drew (Yam); 3. Jack Dupree (Suz).

C S/BK EX: 1. Fabian Cortez (Yam); 2. Bob Rentzell (Yam); 3. Billy Eisenacher (Yam).

C S/BK NOV: 1. Kelly Drew (Yam); 2. Van Lamberty (Hon); 3. Buzz Clevenger (Yam).

D S/BK EX: 1. Fabian Cortez (Yam); 2. Jim Still (Yam); 3. Chuck Huneycutt (Yam).

D S/BK NOV: 1. Jack Dupree (Yam); 2. William Quinn (Yam); 3. Matt Jung Klaus (Yam).

A PROD EX: 1. Kurt Hall (Suz); 2. Earl Spellman (Suz); 3. Eric Littlefield (Yam).

A PROD NOV: 1. Tripp Nobles (Suz); 2. Don Taylor (Yam); 3. Dana Ruehle (Yam).

B PROD EX: 1. Kurt Hall (Suz); 2. Gene Burcham (Kaw); 3. Robert Wright (Suz).

B PROD NOV: 1. Tripp Nobles (Suz); 2. Don Taylor (Yam); 3. Dana Reuhle (Yam).

C PROD EX: 1. Glenn Cooper (Hon); 2. Rick Pagniano (Hon); 3. Michael Grissom (Hon).

C PROD NOV: 1. Dana Reuhle (Yam); 2. Jeff McKinney (Yam); 3. Ken Potts (Yam).

D PROD EX: 1. Jim Still (Yam); 2. Joe Cox (Yam); 3. Dave Mims (Yam).

D PROD NOV: 1. William Quinn (Yam); 2. Matt Jung Klaus (Yam); 3. Scott Pruitt (Yam).

A S/STK: 1. Paul Bray (Suz); 2. Billy Eisenacher (Suz); 3. Mike Reed (Suz).

B S/STK: 1. Dan Roberts (Suz); 2. Billy Eisenacher (Suz); 3. Mike Reed (Suz).

C S/STK: 1. Gary Sherrod (Yam); 2. Robert Willis (Yam); 3. Morris Foor (Yam).

F-2 EX: 1. Fabian Cortez (Yam); 2. Pat O'Leary (Yam); 3. Chuch Huneycutt (Yam).

F-2 NOV: 1. Jack Dupree (Yam); 2. William Quinn (Yam); 3. Paul Black (Yam).

F-3 EX: 1. James East (Kaw); 2. Andre Van Deubery (Kaw).

F-3 NOV: 1.Paul Ludwigsen (Kaw); 2. Ken Waycaster (Yam); 3. Bob Dickens (Kaw).

CLBMN EX: 1. Bernard Desal (Yam); 2. Laroy Montgomery (Hon); 3. Michael Grissom (Hon).

CLBMN NOV: 1. Carl Barrow (Yam); 2. Clark Bell (Yam); 3. Paul Ludwigsen (Kaw).

Berger bombs Smoky Mountain Motocross

By Steve Galyon

PIGEON PASS, TN, JUNE 25

Sunday marked the kickoff of the Smoky Mountain MX 1989 Summer Point Series.

The Over 25 class highlighted first round action with a spirited battle between Greg Bergen and Jerry Mattox.

Mattox took the first-moto lead as the field left the starting line. Suzuki-mounted Harvey Wiggins ran second. The Yamaha of Bergen was mired in fourth place on the start. However, the Yamaha rider wasted no time as he moved past Wiggins to take second place by the halfway mark of the first moto. Mattox had moved his Honda to a 10-second advantage as Bergen worked his way through the

See how

*1989 Suzuki National Cup Series Mid-Season Point Standings**

REGION ONE

Katana 600

David Sadowski	40

GSX-R750

Chris Martone	42
Jeff Heino	40
Tod Hebert	35
Sean Osowski	24
Mark Reynolds	18

GSX-R1100

Craig Cote	52
David Sadowski	40
Jamie O'Hare	25
Don Orsini	20
Rusty Mafia	11
Mark Reynolds	11

REGION TWO

Katana 600

Gary Hatherly	16
David Alley	7

GSX-R750

Kurt Hall	40
David Murray	32
Jeff Atwell	30
Carl Musat	27
Randy Hess	21

GSX-R1100

Don Briggs	31
Gary Hatherly	13
Joe Milanesi	9
Winfried Hop	8

REGION THREE

Katana 600

Scott Russell	56
Mike Snyder	19
Bo Shuptrine	13
Danny Ray	11

GSX-R750

Scott Russell	100
Rene Chamser	20
Mike Snyder	18
Paul Wright	15

GSX-R1100

Scott Russell	80
Jamie James	36
Mark Walsh	26
Jay Denham	22
Doug Kidd	19

REGION FOUR

Katana 600

Andy Fenwick	31
Kurt Hall	13
John Craigmile	13
Phil Pummell	9

GSX-R750

Scott Zampach	51
Ray Yoder	27
Andy Fenwick	27
Cam Roos	18
Tim Morrissey	17

GSX-R1100

Ray Yoder	33
Scott Zampach	16
Mike Karm	10

REGION FIVE

Katana 600

Britt Turkington	62
Rick Kirk	41
Oliver Billingsley	37
Mike Harth	11

GSX-R750

Rick Kirk	46
Dewayne Davis	40
Britt Turkington	27
Jeff Harder	23
Brad Nicholson	23

GSX-R1100

Mike Harth	40
Rick Kirk	35
Glenn Heintschel	22
Keith Pinkstaff	20
Craig Gleason	16

REGION SIX

Katana 600

Ricky Orlando	32

GSX-R750

Dan Turner	36
Ricky Orlando	31
Dieter Lane	29
Guy Clasen	23
Kye Gunn	11

GSX-R1100

Ricky Orlando	36
Guy Clasen	36
Pete Homan	14
Andrew Matela	10

REGION SEVEN

Katana 600

Shawn Roberti	20
Scott Ferrell	13
Michael McBrady	10
Jim Still	8
Mike Ruedebusch	4

GSX-R750

Joe Pittman	36
Steve McKissock	21
Mike Smith	20
Michael McBrady	19
Doug Renfrow	19

GSX-R1100

Joe Pittman	36
Mike Smith	16
Paul Bray	13
Brad Pinkstaff	13
Eric McDonell	8

REGION EIGHT

Katana 600

Peter Wensloff	16
David Deveau	11

GSX-R750

Keith Adams	20
Ralph Loera	16
Henk Lenshoek	13
Brian Lefevre	11
Eric McDonell	7

GSX-R1100

Britt Turkington	20
Kenneth Louketis	16
Kenneth Evan	13
Mark McDaniel	11
R.C. Pfeiffer	7

REGION NINE

Katana 600

Lawrence McNutt	73
Dean Mizdal	62
Alan Smith	60
David Bryant	32
Pete Deleo	28

GSX-R750

Chuck Graves	105
Clinton Whitehouse	46
Curtis Adams	39
Tony Atwater	38
Lawrence McNutt	36

GSX-R1100

Curtis Adams	68
Ralph Payne	47
Calvin Rayborn	31
Scott Eichberger	28
John Livings	11
David Bryant	11

REGION TEN

Katana 600

Jamie James	6
Miguel DuHamel	3

GSX-R750

Jamie James	56
Mike Harth	40
David Sadowski	38

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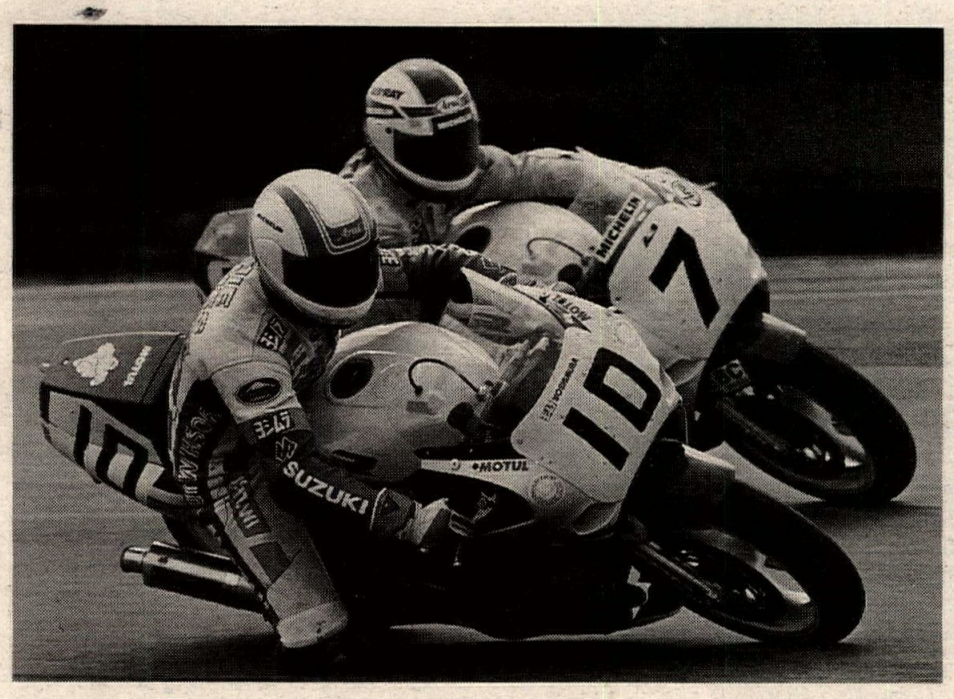
they run.

They're goin' full tilt toward the 1989 Suzuki National Cup Series Final at Road Atlanta on November 3-5.

They're off to a running start. As Suzuki continues the tradition of offering grassroots riders a chance to show their stuff. Every Suzuki rider on this page is taking home winning contingency payouts for 600, 750, and open class, along with the Yokohama National Supersport Series 600 and 750 class races.

And as always, our very special sponsors are running true to form, helping put our total 1989 series payout to over $1,000,000. That's serious money. And there's no coincidence that every rider in this series who is having a run with success uses our sponsors' products. After all, a winning rider uses winning products.



Professional racers pictured in sanctioned closed-course competition.

Winning runs in the family.

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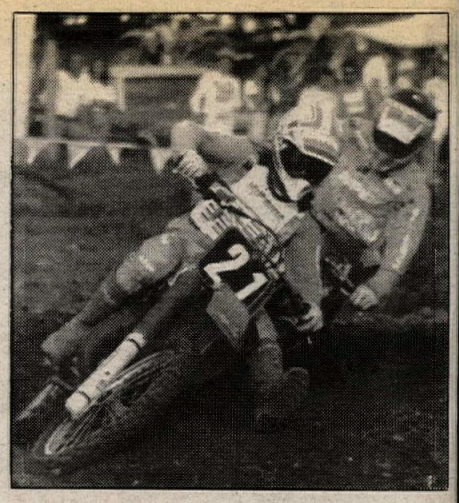
PHOTOS BY GARY CRIDER

Winner Ron Dobbs (260) leads second-place finisher Rich VanBortel (303) at Beaver Creek MX in Georgia.



Todd Neal won the 125cc Pro class at Southern Supercross.

pack. A determined bid by Bergen fell just short as Jerry Mattox took the first moto win.

Second moto action saw Mattox again take the holeshot but Bergen pressured closely from second. Mattox slipped out of the racing groove in a sweeper corner and dropped to third, as Bergen pushed his Yamaha into the top spot and into a comfortable lead. However, Mattox was determined to repeat his first-moto victory as he steadily cut into Bergen's lead. The final lap saw Mattox pressure Bergen. The mistake Mattox hoped for did not happen, as Bergen crossed the tabletop finish line jump with a one bike length second moto victory.

Smoky Mountain MX would like to thank the 1989 track sponsors Pepsi Cola, Sevier Business Products Trophy & Engraving Division, and McCarter Lumber Company.

Results

OVER 25: 1. Greg Bergen (Yam); 2. Jerry Mattox (Hon); 3. Harvey Wiggins (Suz); 4. Jeff Tallent (Yam).
250 B: 1. Ray Boruff (Suz).
U/L AM: 1. Mitch McCarter (Hon); 2. Shane Jenkins (Cag); 3. Bryan Lewelling (Hon); 4. Chris Lee (Kaw).
125 B: 1. Mitch McCarter (Hon); 2. William Moore (Kaw).
OPEN: 1. Ron Nelson (Hon); 2. Bobby Ousley (Hon); 3. Kirk McWilliams (Hon); 4. Bryan Lewelling (Hon); 5. Steve Stanley (Kaw).
60: 1. Andy Wilson (Kaw); 2. Randy Roach (Hon).
OVER 30: 1. Ron Nelson (Hon); 2. Randy Wolfe (Yam); 3. Stephen Hackler (Suz); 4. Mark Conner (Hon); 5. David Roach (Yam).
P/W: 1. Robert Smith (Yam); 2. Damian Headrick (Yam).
250 C: 1. Jerry Mattox (Hon); 2. Phillip Hurst (Hon); 3. Mark Conner (Hon); 4. Jeff Tallent (Yam); 5. John Grooms (Hon).
125 C: 1. Shane Jenkins (Cag); 2. Sam Stewart (Hon); 3. Richard Rogers (Yam); 4. Larry Ottinger (Yam); 5. Clint Pilgrim (Hon).
ENDR: 1. Gary Reynolds (Kaw); 2. Mike Willard (KTM); 3. Kirk McWilliams (Hon); 4. Robin Giles (Kaw); 5. Keith Baker (Hus).
JR MINI: 1. Andy Wilson (Kaw).
SR MINI: 1. David Wilson (Kaw); 2. Neal Wilson (Hon); 3. Jason McCall (Kaw); 4. Robby Robertson (Yam); 5. Tommy Spurgeon (Suz).

Dobbs, VanBortel battle at Beaver Creek MX

By Gary Crider

SYLVANIA, GA, JUNE 11

The final round of the Georgia/Carolina MX Association's Winter/Spring Series at Beaver Creek MX saw Ron Dobbs and Rich VanBortel lock horns in all four motos of 250cc B and Open B action. Dobbs came out on top in both classes over VanBortel. Tracey Barnett demolished the competition in 125cc B racing and returned to win $175 in a special Dash-For-Cash moto.

The most exciting racing of the day was the Dobbs/VanBortel Open class bash. Moto one saw VanBortel grab the holeshot and hold the lead for the win despite Dobbs' frequent efforts to pass.

VanBortel showed the way again at the start of moto two with Dobbs in tow. Their debate continued until the sixth and final lap when Dobbs dove under and by VanBortel for the win and the overall.

"Over and over I'd dip under him and he'd power out ahead, but on the last lap VanBortel looked back for a second and I had him!" said Dobbs.

"We practice together all the time," said runner-up VanBortel, "so it feels safe to bang handlebars with Dobbs." VanBortel claimed the Open division series title over Dobbs.

Dobb's 250cc B class win came easier as he put his Barr's Competition/Jenks' Motor Company-backed Yamaha out front at the start of both motos and was never headed. VanBortel stayed with Dobbs in the early going both motos but VanBortel found himself under pressure from Ralph Mundell's Kawasaki. Honda pilot VanBortel came away with runner-up honors over Mundell. Dobbs' perfect score clinched his series win.

Jenks' Motor Company-backed James Hardy led the start of the opening 125cc B moto but Street and Trail's Stacey Barnett took the lead before the first lap was completed and held for the win. Twin brother Tracey Barnett moved into third spot to challenge Hardy's hold on second. With two laps remaining, Tracey got by and held on for the second spot finish over Hardy.

Moto two saw Stacey Barnett lead from start to finish to net a perfect score. Tracey Barnett was set back in a spill and had to settle for a fourth place finish and third overall behind Hardy. William Mutimer, riding his first race in two years, came away with fourth place honors over series winner Troy Louge.

Robby Bargstedt posted wire-to-wire moto wins in 125cc C action aboard his Jenk's Motor Co.-backed Honda. Series victor Jim Baker mounted a come-from-behind charge in moto one that netted a third place finish. Bakers' second moto efforts ended in a crash, however, and he had to settle for fifth overall for the day. Derrick Caughman claimed runner-up honors over David Cook and Sam Nelson.

Baker returned to win the 250cc C opening moto only to be sidelined in moto two with a broken collarbone. Rick Bunch went on to post 2-1 for the win. Bill Field came from the back of the pack in moto one for an eventual 3-2 tally and second overall ahead of Rob Snell.

Results

MINI: 1. Richie Horton (Yam); 2. Robbie Horton (Kaw); 3. Paul Canada (Yam); 4. Chad Kimbrell (Suz); 5. Billy Shuman (Kaw).
125 C: 1. Robby Bargstedt (Hon); 2. Derrick Caughman (Kaw); 3. David Cook (KTM); 4. Sam Nelson (Suz); 5. Jim Baker (Yam).
250 C: 1. Rick Bunch (Kaw); 2. Bill Field (Hon); 3. Rob Snell (Yam); 4. Phillip Hart (Hon); 5. Jim Baker (Yam).
125 B: 1. Stacey Barnett (Hon); 2. James Hardy (Kaw); 3. Tracey Barnett (Hon); 4. William Mutimer (Yam); 5. Troy Logue (Suz).
250 B: 1. Ron Dobbs (Yam); 2. Rich VanBortel (Hon); 3. Ralph Mundell (Kaw); 4. Steven Senter (KTM); 5. John Warren (Hon).
OPEN: 1. Ron Dobbs (Yam); 2. Rich VanBortel (Hon); 3. David Stafford (Hon); 4. Rich Luden (Yam); 5. Chris Boyd (KTM).
DASH-FOR-CASH: 1. Stacey Barnett (Hon); 2. Tracey Barnett (Hon); 3. Rich VanBortel (Hon).
FINAL SERIES STANDINGS
MINI: 1. Billy Shuman; 2. Chad Kimbrell; 3. Brent Field; 4. Danny Balmer; 5. Richie Horton.
125 C: 1. Jim Baker; 2. Ron Cofall; 3. Chris Coburn; 4. Robby Bargstedt; 5. David Boggess.
250 C: 1. Kevin Crane; 2. Paul McCallister; 3. Rich Lundeen; 4. Mike Greene; 5. Billy Hughes.
125 B: 1. Troy Logue; 2. Boo Harrell; 3. James Hardy; 4. Michael Rahn; 5. Allen Matthews.
250 B: 1. Rob Dobbs; 2. Steven Senter; 3. Chris Caldwell; 4. Kevin Bowers; 5. Paul Stroupe.
OPEN: 1. Rich VanBortel; 2. Ron Dobbs; 3. James Hardy; 4. Mike Painter; 5. Dave Stafford.

Lazor beams in Action Park East Speedway

By Larry McBride

GREENE, NY, JUNE 24

George Lazor grabbed the win in the Division One Scratch main at Action Park East Speedway.

Leaving the line simultaneously Tom Burge, Steve Watson and Lazor appeared to be welded together with the advantage going to no one entering the first turn. Lazor went sideways first on his Oury Grip USA/Scott Goggle USA/Maier Plastic Fenders-sponsored Jawa to pull a half-wheel lead down the back straight. Lazor was never more than a bike length, and usually less, ahead of Burge while Watson trailed by the same distance. Lazor fought hard and maintained the number one spot and carried his second checkered flag of the season.

The Handicap main was again a familiar match-up. Burge, Lazor, Lenny McBride and Watson all had their rear wheel against the 70-yard, fourth-turn wall. Burge got the gate and was soon in third place behind John Kehoe, who started from the 40, and George Lewis from the 20. Exiting turn four on lap two Burge slipped under Kehoe and Lewis into first place, leaving Watson and Lazor trying to overtake Kehoe. This they both accomplished two laps later, but Burge's lead was then uncontested. The victory implanted Burge as the number one rider at Action Park East.

Guy Fafard was victorious in the Division Two main. Starting from the pole position Fafard experienced difficulty in holding the inside line. His speed on the straights however, proved too much for the balance of the competitors.

Results

SCRATCH: 1. George Lazor (Jaw); 2. Steve Watson (Wes); 3. Floyd Clark (Gdn); 4. Tom Burge (Gdn).
HDCP: 1. Tom Burge (Gdn); 2. Steve Watson (Wes); 3. George Lazor (Jaw); 4. John Kehoe (Gdn); 5. Lenny McBride (Gdn).
D-2: 1. Guy Fafard (Jaw); 2. Kyle Dixon (Jaw); 3. Bud Davis (Jaw); 4. Pierre Groc (Jaw); 5. Marco Morello (Jaw).
D-3: 1. Gerry Cuerrier (Jaw); 2. Jeff Baker (Jaw); 3. Kelli McMahon (Jaw); 4. Tim Mathewson (Jaw).

Neal, Thornburg double Southern Supercross

By Gary Crider

DALTON, GA, JUNE 10

Team Green's Todd Neal came away with hard-earned wins in both Pro divisions while Todd Thornburg posted runaway wins in all four motos of 51 and 65cc Mini action at Southern Supercross.

The opening laps of the first 125cc Pro moto saw Neal get past initial leader Will Scruggs only to find Mike Morris latched to his rear fender. Kentucky-resident Morris hounded Neal without letting up and, with less than two laps remaining, Morris took over to win ahead of Neal. Scruggs held on for third over Joe Rogers.

Neal and Morris resumed their debate in moto two, but this time it was Suzuki pilot Morris out front with Neal trying to pass. The speedy duo circled the course in tandem until the final lap when Morris stepped off his bike over the final double-jump. Neal rolled on for the win and top honors while Morris' crash set him back to fifth overall. Scruggs finished 3-2 for second over Rogers.

The 250/500cc Pro first moto saw Neal get away in third behind Rogers and Steve Ezell while Morris suffered a mid-pack start. Neal was soon out front for the win and Morris moved up to finish second over Rogers and Ezell.

Neal holeshot moto two and managed to hold a two-second margin ahead of Morris to net a perfect score over Morris' 2-2. Rogers, Darren Wilson and Ezell rounded out the top five.

The 125cc B class saw plenty of close racing as Jason Grogan, Chad Powers and Jerry Smith battled for the honors. Grogan's eventual 1-2 put him on top ahead of Powers' 3-1 tally. Smith had to settle for third overall via his 2-4 score over Chris Thomas. Chance Matthews ran into problems in both motos, finishing fifth overall.

The overflowing 125cc C class had to be broken up into two divisions. Brandon Smith took division one honors with a perfect score while Kelly Anderson won both motos in division two.

Kelly Anderson's brother Wade looked like a sure winner in 250cc C racing as he won the first moto and was leading moto two. With two laps remaining, however, a crash set Anderson back to a sixth place finish and third overall. Danny Wright's pair of second place finishes earned top gold over Kenny Tipton.

Results

51 AUTO: 1. Todd Thornburg (Yam); 2. Rusty Dockery (Yam); 3. Scotty McGill (Yam); 4. Brandon White (Hon); 5. Ryan Hudgins (Yam).
65 MINI: 1. Brian Thornburg (Kaw); 2. Sean Morgan (Kaw); 3. Wayne Eason (Kaw); 4. Jody Bowen (Kaw); 5. Shane Cloer (Kaw).
JR MINI: 1. Josh Pierce (Yam); 2. Matt Harrison (Kaw); 3. Jeremy Stinnett; 4. Allen Fitzmaruice (Kaw); 5. T.J. Hodgins (Yam).
SR MINI: 1. Matt Shue (Hon); 2. Kevin Smith (Kaw); 3. Jamie Harrison (Kaw); 4. Josh Pierce (Yam); 5. James Hampton (Suz).
125 C D-1: 1. Brandon Smith (Kaw); 2. Danny Wright (Kaw); 3. Johnathon Blain (Kaw); 4. Randy Tomlinson (Suz); 5. Shane Leland (Kaw).
125 C D-2: 1. Kelly Anderson (Suz); 2. Mark McDougal (Yam); 3. Billyn Bishop (Hon); 4. Wayne Harrison (Kaw); 5. Randy Perkins (Suz).
250 C: 1. Danny Wright (Kaw); 2. Kenny Tipton (Hon); 3. Wade Anderson (Suz); 4. Gary Evans (Hon); 5. Rodney Frazier (Hon).
125 B: 1. Jason Grogan (Hon); 2. Chad Powers (Kaw); 3. Jerry Smith (Hon); 4. Chris Thomas (Hon); 5. Chance Matthews (Suz).
250 B: 1. Larry Bolden (Yam); 2. Jeff Ballard (Yam); 3. Davey Davis (Yam); 4. Bradley Pendley (Yam); 5. John Myers (Hon).
OPEN B/C: 1. Brenon Tarvin (Hon); 2. David Turner (Hon).
ENDR: 1. Warner Wilbourn (KTM); 2. Mark Thompson (Kaw); 3. Jody Woody (Kaw).
SR: 1. Logan Atkins (Suz); 2. Terry Mitchell (KTM); 3. Warner Wilbourn (Kaw); 4. Randy Tomlinson (Suz); 5. Randy Powell (Hon).
125 PRO: 1. Todd Neal (Kaw); 2. Will Scruggs (Hon); 3. Joe Rogers (Hon); 4. Jeff Pate (Yam); 5. Mike Morris (Suz).
250/500 PRO: 1. Todd Neal (Kaw); 2. Mike Morris (Suz); 3. Joe Rogers (Hon); 4. Darren Wilson (Yam); 5. Steve Ezell (Hon).

Richards doubles at COCR MX

By Susan Willian

SUGAR GROVE, OH, JUNE 24-25

Kawasaki Team Green/Bell/Scott PJ1-backed Hayden Richards outscored the field in the 85cc Stock and Modified (14-15) classes at the AMA Regional Qualifier at Central Ohio Competition Riders (COCR) MX. Richards rode to four moto wins.

In the first moto of the 85cc Stock (14-15) class, Richards grabbed an early lead on lap one to be untouchable. Tommy Kirk and Justin Phelps tangled for second with Kirk filing by in second and Phelps third.

Richards had a clean start in moto two to land first while Phelps took second in this round and Kirk third, while in the third moto Richards opted not to ride as Kirk chalked up the win while Phelps finished a distant sixth.

Kirk grabbed the lead in moto one of the 85cc Modified (14-15) class with Richards going by on lap one. Richards pulled out a comfortable lead by lap two as he filed by the checkered for another first with Kirk second.

Richards aced moto two as Kirk charged in second place followed by Phelps. By lap three, Phelps worked his way up to second as Kirk faded to fifth. Phelps held on to second at the finish while Kirk took fifth.

In the final moto Richards retired as Phelps landed first followed by Robbie Sturgell, Trevor Trace and then Kirk.

Greg Rand took overall victories in the 85cc Stock and Modified (12-13) classes. Rand scored a 1-1 in the 85cc Stock class and chose to ride the third moto to lead until the final lap when he pulled off the track, putting Bradley Strunk into the winner's circle.

Rand rode to a comfortable win in moto one of the 85cc Modified (12-13) class followed by Strunk and Eric Bowman. In moto two, Rand was riding comfortably in first when he went down and bent his handlebars. Strunk went in the number one spot for the win as Rand recovered to take second. It was Rand all the way in moto three with Strunk taking another second.

In the 125cc Stock (12-15) class Josh Steele holeshot moto one but was quickly passed by Jason Fletcher and then dropped to fourth. Adam Merrick moved through the course to close the gap to Fletcher. A three-way battle for first saw Fletcher, Josh Brown and Merrick tangle for position. Positions changed rapidly but Fletcher held on to first as Steele worked his way up to third at the finish followed by Brown.

Brett Melton, who did not fare well in moto one, holeshot moto two. Brown swung wide to take the lead from Melton, who got squirrelly and bobbled, allowing Jeff Curry to move into second. Curry diced with Brown as Curry finally took the lead in a back portion of the track. Curry stretched his lead by the checkered followed by Brown and Melton.

Merrick fired off the line first in moto two, but Brown took charge early on lap one followed by Melton and Curry. Merrick dropped to fourth, pushed in closer to Brown and bumped Curry, who dropped back some. Brown gave no slack to Melton as Curry again slammed into Melton to lose valuable time.

PHOTO BY TERRY REZEK

Ron Carlisle (90) took first place in the 250cc Intermediate class at the Antelope Valley Supercross; Todd Broussard (2X) pursued.

PHOTO BY CORINA CHEN

Swede Jonny Andersson swung by the Windy City Trials in Illinois, while traveling to the Texas National, and won the Champion class.

Curry's attempts to pass Melton failed. By lap three Curry was finally successful in his attempt to get by Melton and take over second. Curry closed in on Brown and a race for first developed. Curry caught Brown off-guard to take over first, Brown fought back but Curry was gone. Brown finished second and Melton hung to third.

Results

80 STK (14-15): 1. Hayden Richards (Kaw); 2. Tommy Kirk (Suz); 3. Justin Phelps (Hon); 4. Robbie Sturgell (Kaw); 5. Tony Bauer (Suz).

80 MOD (14-15): 1. Hayden Richards (Kaw); 2. Justin Phelps (Hon); 3. Robbie Sturgell (Kaw); 4. Trevor Trace (Kaw); 5. Tommy Kirk (Suz).

65: 1. Brock Sellards (Kaw); 2. Justin Blake (Kaw); 3. J.D. Collins (Kaw); 4. Boyd Wolff (Kaw); 5. Chris Considine (Kaw).

125 C STK: 1. Gene Kelly (Suz); 2. John Souders (Hon); 3. Jeff Wooledge (Hon); 4. Mike Kastin (Hon); 5. Heath Bronkena (Hon).

85 MOD (9-13): 1. Greg Rand (Yam); 2. Bradley Strunk (Suz); 3. Eric Bowman (Kaw); 4. Brad Ritchie (Suz); 5. Carey West (Hon).

85 STK (12-13): 1. Greg Rand (Yam); 2. Brad Strunk (Suz); 4. Brian Wolff (Suz); 5. Ryan Pauley (Kaw).

125 C MOD: 1. John Souder (Hon); 2. Gene Kelley (Suz); 3. Mike Katin (Hon); 4. Heath Bronkena (Hon); 5. Jeff May (Kaw).

250 C STK: 1. Kevin Kuhn (Kaw); 2. Jeff May (Kaw); 3. Shawn Hawks (Suz); 4. William Wood (Suz); 5. Michael Miller (Yam).

WMN: 1. Carrie LaBlanc (Kaw); 2. Heather DiePeveen (Suz); 3. Sarah Hession (Kaw); 4. Melinda Rhymer (Hon); 5. Kathy Uebelhor (Kaw).

125 STK (12-15): 1. Jeff Curry (Suz); 2. Josh Brown (Hon); 3. Jason Fletcher (Hon); 4. Brett Melton (Yam); 5. Josh Steele (Suz).

250 C MOD: 1. Shawn Hawks (Suz); 2. William Woods (Suz); 3. Robert Radunz (Suz); 4. Keith Gwinn (Yam); 5. Ryan Weatherby (Yam).

125 MOD (12-15): 1. Brett Melton (Yam); 2. Richard Carpenter (KTM); 3. Jeff Curry (Suz); 4. Josh Brown (Hon); 5. Tom Pugh (Hon).

85 STK (7-11): 1. Brock Sellards (Yam); 2. J.D. Collins (Kaw); 3. Justin Blake (Kaw); 4. Ahmad Owens (Kaw); 5. Eddy Turner (Hon).

AUTO: 1. Chris Considine (Yam); 2. Benjamin Graves (Yam); 3. Dustin Allman (Yam); 4. Michael Ivers (Yam); 5. Joshua Knight (Yam).

Andersson aces Windy City Trials

By Corina Chen

ELK GROVE, IL, JUNE 11

On an eight-acre lot in the Elk Grove Industrial Park near Chicago, a different type of trials event was held by the Windy City Trials Club.

Thirty-five riders competed in this three loop event which contained a variety of challenging sections. There were four stadium-style sections that included 12 giant eight-foot diameter tractor tires, pyramids, balance beams, and see-saws for all classes. The half-mile loop was divided into 14 total sections which consisted of steep dirt hills, boulders, giant logs, and concrete slabs.

Bogdan Putyra in his first trials event in 15 years, took first in the Novice class on his newly acquired Yamaha TY350. Second place went to Larry Kincannon Jr. and third to John Wellenstein. Eight-year-old Keith Westpahl easily topped the Youth class on his Yamaha TY80.

In the Junior class, Joel Ripper edged out WOTA organizer, Gerry Westpahl by only three points. A close third went to Michael Leon.

Everyone was in awe to see the Experts and Championship riders maneuver over monster tires, giant logs and steep ledges. The Expert class had the biggest turnout of 11 riders. James Snell on his new Aprilla took first with 66 points. Charles Blose took second with 70 points and Brian Runyard took third, both riding Yamaha TY350s.

From Sweden, Jonny Andersson, 1988 U.S. National number two stopped by en-route from the Canadian World round in Ottawa to the Texas National to compete. Andersson smoked the Championship class by taking only five poitns aboard his HRC RTL250. Next came Sven Bley, president of Windy City Trials Club, also riding an HRC RTL250, with a distant 51 points followed by Dave Rohrschneider on his new hot orange and while Fantic.

Results

C'SHIP: 1. Jonny Andersson (Hon) 5 pts.; 2. Sven Bley (Hon) 51; 3. Dave Rohrschneider (Fan) 58.

EX: 1. James Snell (Apr) 66; 2. Charles Blose (Yam) 70; 3. Brian Runyard (Yam) 84.

JR: 1. Joel Ripper (Yam) 70; 2. Gerry Westpahl (Bet) 73; 3. Michael Leon (Bul) 81.

NOV: 1. Bogdan Putyra (Yam) 36; 2. Larry Kincannon (Fan) 64; 3. John Wellenstein (Yam) 86.

YTH: 1. Keith Westpahl (Yam) 48.

Eisenacher beats the heat at Talladega RR

By Claire Franks

TALLADEGA, AL, JUNE 24-25

Billy Eisenacher came away the big winner on this hot weekend at Talladega Grand Prix Raceway with wins not only in the Formual USA, B Superbike and C Superbike, but the one-hour endurance race held on Saturday as well. Eisenacher's Yamaha FZR600 performed flawlessly all weekend, turning consistent lap times in the 1:01 range.

Buzzy Clevenger, a local rider from Anniston, Alabama, also had a good day, taking the checkered flag in the C Production and C Superbike Novice races. Clevenger also claimed two second-place finishes in the A Production and A Superbike races in which he raced his 600cc Yamaha against bikes up to 1100cc.

Saturday's endurance race was run in lieu of heat races due to a shortage of riders in certain classes. Seventeen riders launched their bikes at the sight of the green light only to have the race red-flagged on the first lap due to a three-rider crash in turn one. None of the three riders were hurt, and after a 10-minute delay to clean up the track, the race was restarted.

Eisenacher pulled out to an early lead that grew to a two-lap advantage at the checkered flag over second-place Clevenger, also on a Yamaha FZR600. Eisenacher completed 57 laps to Clevenger's 55. Clevenger finished first in the Middleweight Production class followed by Robert Nutt on his Yamaha FZR400 for third overall and first in the Lightweight class, also completing 55 laps.

Kevin McWilliams on his FZR600 was fourth overall. Rounding out the top-five overall positions was John Kennett on his Suzuki GSXR750, which was good enough for first place in the Heavyweight Superbike class.

Sunday's sprint races ran into more heat-related problems. In the Clubman/Vintage Two class, only one of the 10 entries was able to take the green light for the start of the race. Michael Grissom, on his Kawasaki EX500, had the easiest race of the day when none of his competition could field a healthy-running machine. He completed just one lap to take the win.

Even with the hot weather and off-track excursions of several riders throughout the weekend, Ed Bargy, riders' school instructor and WERA official, said, "The best part about the weekend was the ambulance never left its stand-by position."

Results

ENDR O/A: 1. Billy Eisenacher (Yam); 2. Buzzy Clevenger (Yam); 3. Robert Nutt (Yam); 4. Kevin McWilliams (Yam); 5. John Kennett (Suz).

H/W S/BK: 1. John Kennett (Suz); 2. Clair Franks (Suz)).

M/W S/BK: 1. Billy Eisenacher (Yam); 2. Kevin McWilliams (Yam); 3. Michael Lehning (Hon).

M/W PROD: 1. Buzzy Clevenger (Yam); 2. Not Really Racing (Hon); 3. Michael Shivers (Hon).

L/W: 1. Robert Nutt (Yam); 2. Legal Eagle Racing (Hon); 3. Dog Dish Racing (Yam).

B S/SPRT EX: 1. Paul Wright (Suz); 2. Mike Synder (Suz); 3. Michael Lehning (Hon).

B S/SPRT NOV: 1. Don Taylor (Yam); 2. John Pollard (Suz); 3. Buzzy Clevenger (Yam).

CLBMN VINT 2: 1. Michael Grissom (Kaw).

B S/BK EX: 1. Billy Eisenacher (Yam); 2. Paul Wright (Suz); 3. Franklin Knight (Suz).

B S/BK NOV: 1. Don Taylor (Yam); 2. John Pollard (Suz); 3. Mark Gozier (Hon).

C PROD EX: 1. Ken Essex (Hon).

C PROD NOV: 1. Buzzy Clevenger (Yam); 2. Scott Elacqua (Hon).

C S/SPRT EX: 1. Mike Synder (Suz); 2. Mike Lehning (Hon).

D PROD EX: 1. Jeff Reeves (Yam).

D PROD NOV: 1. Gary Michaud (Yam); 2. Buddy Harvey (Yam); 3. Richard Champion (Yam).

F-3: 1. Curtis Carpenter (Kaw).

A S/SPRT EX: 1. Tray Batey (Suz); 2. Goug Kidd (Suz); 3. Franklin Knight (Suz).

A S/SPRT NOV: 1. Don Taylor (Yam); 2. Buzzy Clevenger (Yam); 3. John Pollard (Suz).

A PROD EX: 1. Paul Wright (Suz).

F-2 EX: 1. Chück Honeycutt (Yam); 2. Robert Nutt (Yam); 3. Kent Soignier (Kaw).

F-2 NOV: 1. Gary Michaud (Yam); 2. Richard Champion (Yam); 3. Ken Pruitt (Yam).

A S/BK EX: 1. Paul Wright (Suz); 2. Doug Kidd (Suz).

A S/BK NOV: 1. John Pollard (Suz); 2. Buzzy Clevenger (Yam); 3. Kevin McWilliams (Yam).

F-USA: 1. Billy Eisenacher (Yam); 2. Franklin Knight (Suz).

C S/BK EX: 1. Billy Eisenacher (Yam); 2. Glenn Cooper (Hon); 3. Michael Lehning (Hon).

C S/BK NOV: 1. Buzzy Clevenger (Yam); 2. David Frederick (Hon); 3. Gray Mathews.

D S/BK EX: 1. Chuck Honeycutt (Yam); 2. Robert Nutt (Yam); 3. Kent Soignier (Kaw).

D S/BK NOV: 1. Gary Michaud (Yam); 2. Buddy Harvey (Yam); 3. John Chance (Yam).

Surratt, Holley top Antelope Valley SX

By Terry Rezek

ANTELOPE VALLEY, CA, JUNE 9-10

Supercross came to the Antelope Valley Friday night and Saturday, after Rob Tolleson of Desert Motorsports in Lancaster and John Hemme of Lancaster worked for months with the help of literally dozens of people and businesses in the Valley to attract the riders and prepare the track at the Antelope Valley Fairgrounds. Over 3000 fans turned out in force Friday night to watch National ranked Pro racers in action.

Because of nearby residences, Lancaster has a curfew of 10 p.m. for fairground events. This caused some of the later races to be combined and shortened. Some riders came up short at the finish because of this.

Willie Surratt suffered the bite the most. Surratt had entered three different Pro events for a total of six motos. He won five of those six motos and yet earned less than Jim "Hollywood" Holley who won one . . . but it was the right one.

Surratt began his winning streak with moto one of the 125cc Pro race, taking the holeshot and going all the way for the win. In moto two, Shane Trittler and Jeff Dunlap beat Surratt off the line. Trittler went down in the fifth turn of lap one and slowed Dunlap, letting Surratt by for the lead. Once there, Surratt took moto two and the overall 125cc Pro win. The payback was 100 percent of the Pro entry fees, of which Surratt got about $300.

There were fewer entries in the 500cc Pro race so the payback was less. Surratt took the immediate lead in moto one and won easily. Jeff Mabery got a poor start but fought his way to second at the end. Surratt was first off the line again in moto two, this time Mabery was hot on his heels. Mabery could not get past the hot Surratt and settled for second-place money.

The format of the events placed the big money in the 250cc Pro class, a guaranteed $1000 to the winner.

Holeshot artist Kenny Zahrt was easily first through turn one but blew right through a soft berm three turns later, handing Surratt the lead. Jim Holley followed into second and pressured Surratt for the rest of the race without finding a way around.

The stage was set for the climax (or anti-climax) of the evening. The final moto was shortened to five laps because of the time. Zahrt again led to turn one. Surratt passed for the lead within two turns, and Holley moved into second in another three turns.

At the start of lap two, Surratt slid out on the north side of the course and Holley had the lead. Surratt recovered quickly but something had gone wrong with his bike and he pulled off the track less than a lap later with a blown engine. Holley cruised on for the $1000 win, taking advantage of a huge lead to put on an aerial show for the crowd.

Results

FRIDAY

WMN INT: 1. Mercedes Gonzalez; 2. K.O. Halfhill; 3. Maria Gonzalez; 4. Tina Zahrt; 5. Joy Ames.

125 PRO: 1. Willie Surratt; 2. Rich Truchinski; 3. Shane Trittler; 4. Jeff Dunlap; 5. Jon Wilson.

250 PRO: 1. Jim Holley; 2. Russ Wageman; 3. Ken Zahrt; 4. Jonny Zahrt; 5. Jason Bottle.

500 PRO: 1. Willie Surratt; 2. Jeff Hares; 3. Jeff Mabery; 4. Tom Webb.

SATURDAY

50: 1. Ryan Bevans; 2. Jerry Sulek; 3. Robert Bragg.

60: 1. Jason Shirey; 2. Jay Theys; 3. Paul Ito; 4. Keny Terracciane; 5. Jeff Kratz.

80 BEG: 1. Paul Ito; 2. Jason Shirey; 3. Tracy Asher; 4. Mike Martinez; 5. Ryan Evans.

80 INT: 1. Brian Teets; 2. Bob Sage; 3. Terry Parsons.

JR VET BEG: 1. Cornelius Van Der Eyck; 2. Tim Forsythe; 3. Matt Lorenzo; 4. Kim Seeger; 5. John Roger.

JR VET NOV: 1. Karl Allen; 2. George Andrews; 3. Richard Guilmette; 4. Mark Fields; 5. Bob Graham.

JR VET INT: 1. Alan Anderson.

VET BEG: 1. Tom Clutter; 2. Richard Swihart; 3. Joe Ward; 4. Robert Bevington; 5. Bret Greening.

VET NOV: 1. John Topor; 2. Randy Paul Wysocki; 3. Bob Dunham; 4. Ron Sammons; 5. Robert Killian.

125 BEG: 1. Justin Iannalfo; 2. David Bradshaw; 3. Matt Lorenzo.

125 NOV: 1. Donald Upton; 2. Tony Barranti; 3. Jason Melton; 4. Tim Enoch; 5. Brock Suter.

125 INT: 1. Raymond Anthony; 2. Ryan Carlisle; 3. Darin Channer; 4. Jeff Finch; 5. Thaddeus Merz.

250 BEG D-1: 1. Toby Lawes; 2. Dale Gunter; 3. Mike Aldrich; 4. Robbie Tate; 5. Joe Haman.

250 BEG D-2: 1. Chad Hunwardsen; 2. Robby Kelsey; 3. Clint Hamilton; 4. Roger Hitchen.

250 NOV: 1. Bill Sauro; 2. Mark Fields; 3. Michael Maute; 4. Travis Mullins; 5. Robbie Dunham.

250 INT: 1. Ryan Carlisle; 2. Darin Channer; 3. Tony Sulek; 4. Adam Pontious; 5. Art Higgins.

500 BEG: 1. Kenny Watson.

500 NOV: 1. Karl Allen; 2. Billy Mercie; 3. John Buckner.

500 INT: 1. Tony Sulek.

Curry, Parsons take Gold Country Speedway

By R.C. Jones

AUBURN, CA, JUNE 24

Robert Curry took the Scratch main over Steve Martin and Mike Parsons won the Handicap main for the first time this season at Gold Country Speedway.

As the Handicap main unfolded Mark Squadrito led Mark Day around the oval. Parsons, sponsored by Donny Brown/Woodruff's/Ricky Faust and Father, got the jump on the other two 30-yard starters Bob Hicks and Shawn Reppert. With Parsons running in third Squadrito was still leading after three laps. On lap four Parsons started his charge to the front. Quickly dispatching Mark Day, Parsons set his sights on Squadrito. As they passed the start-finish line Parsons blew by and led for the final two laps. Following Parsons through was Bob Hicks and Shawn Reppert. Hicks tried closing in on Parsons but with Reppert on his tail had to protect his runner-up spot. Parsons won his first Handicap main this season by two bike lengths over Hicks.

The action started fast in the scratch main. Robert Curry, sponsored by Harley-Davidson of Sacramento/Office Network Systems/Heath Racing Specialists/Goshen Outdoor Living and Bell Helmets, wheelied off the line, bumping Steve Martin slightly. By the time Curry and Martin settled down and entered the first turn, polesitter Rocky Robinson was gone with the lead. Curry pulled into second ahead of Martin down the back chute a bike length or so behind Robinson. As Robinson went through turn one on the second lap his engine misfired. Curry had closed in the turn and took quick advantage, shooting into the lead. Robinson went out wide looking at his engine as the others raced past. Curry was out joy riding as Martin couldn't get any pressure on him. At the finish it was Curry with his first Scratch main win this season, over Martin, Parsons and Robinson.

Bill Zirkle picked up his second Division Two victory after a race-long battle with John

PHOTOS BY SCOTT DALOISIO

Phil Collins pulls on a tear-off while leading the Handicap main at Inland Motor Speedway. He won the race over Josh Larsen and Jim Sisemore.

Bobby Schwartz, the Inland Motor Speedway and Ascot Scatch main winner, goes inside National Champion Steve Lucero at Ascot.

Grant. In the Division Three main Rich Baker held on for the win over Shane Loessberg.

Results

SCRATCH: 1. Robert Curry (Wes); 2. Steve Martin (Wes); 3. Mike Parsons (Wes); 4. Rocky Robinson (Wes).

HDCP: 1. Mike Parsons (Wes); 2. Bob Hicks (Wes); 3. Shawn Reppert (Wes); 4. Mark Day (Wes); 5. Mark Squadrito (Wes).

D-2: 1. Bill Zirkle (Wes); 2. John Grant (Wes); 3. Dan Wagner (Jaw); 4. Steve Martynse (Jaw).

D-3: 1. Rick Baker (Jaw); 2. Shane Loessberg (Jaw); 3. John Pierce (Jaw); 4. Rich Mignano (Jaw).

Collins convincing at IMS Speedway

By Scott Daloisio

SAN BERNARDINO, CA, JUNE 21

After spending a month in England, Phil Collins made his return trip to Inland Motor Speedway and scored a convincing win in the Handicap main on KCAL 96.7 FM Night.

Collins had to bring the Kelly Micro/JT Racing/Troy Lee Design/Cirello Racing/Rovazzini Electric Weslake from the 40-yard line to the front. Kevin Jordan led at the start with Josh Larsen second off the line. Before the race was one lap old, Collins shot Larsen down and took over the number two spot.

As Jordan hit turn three on the first lap, Collins came inside of him, and by the time they exited turn four Collins was building his advantage. Larsen took second from Jordan at the end of the second circuit, but by that time, Collins was long gone. Collins took the checkered more than a half-straight ahead of Larsen. Jim Sisemore challenged Larsen on the final lap, but had to settle for third.

Bobby Schwartz once again took home the trophy for winning the Scratch main. As usual, Schwartz got a beautiful start from gate two, and by turn one he had a two-length lead for his C.T.I. Brace/Budweiser/STP/Promotion Products/Toys For Pops GM. Steve Lucero tried to cut underneath Schwartz on the back chute on lap one, but by the end of the first lap, Collins went around him and Billy Hamill for second. Collins then moved up to Schwartz' rear halfway through the third circuit, but Schwartz was on the good line and there wasn't enough room for both of them. At the finish Schwartz pocketed his third IMS triumph of the season. Collins was a close second followed by Hamill and Godden riding Lucero.

Results

SCRATCH: 1. Bobby Scwartz (GM); 2. Phil Collins (Wes); 3. Billy Hamill (Wes); 4. Steve Lucero (Gdn).

HDCP: 1. Phil Collins (Wes); 2. Josh Larsen (Wes); 3. Jim Sisemore (Wes); 4. Mike Faria (Gdn).

D-2: 1. Craig Wilkie (Gdn); 2. Mike Buff (Jaw); 3. Jesi Ochoa (Wes); 4. Ken Hansen (Gdn).

D-3: 1. Mark Faul (Wes); 2. Dave Reep (Wes); 3. Kevin Rubio (GM); 4. Ben Mears (Jaw).

SDCR: 1. Cliff Tolley/Steve Hardwick (Kaw); 2. Steve Stanton/Tom Tufts (Kaw); 3. Randy McIntyre/Ken McIntyre (Kaw); 4. Jeff Lerch/Ken Ohrt (H-D).

Brown, Schwartz tame Ascot Speedway

By Scott Daloisio

GARDENA, CA, JUNE 22

Scotty Brown won the eight-lap Handicap main at Chris Agajanian's Ascot South Bay Stadium, while on the Scratch side of the program, Bobby Schwartz garnered his second win in 24 hours.

Randy Beddow beat Craig Wilkie off the line when the Handicap main began, but fell in front of the pack. All but Billy Hamill went around Beddow without hitting him. Hamill laid it down to avoid Beddow, and most figured there would be a red flag but it never came out. Beddow got back up and took off, while an irate Hamill rode his bike to the infield and took a seat on the grass.

Wilkie had taken the lead with Brown looking for a way by. Brown had to guard his rear, though, as Steve Russell, Jim Sisemore, Phil Collins and Schwartz had closed in on him.

As the race wore on, Wilkie seemed to tire out as he began to drift wider in every bend. Brown charged him and every time there was more room. Brown, on the Shoei/Oury Grips/Justice Brothers/D&E Dashugger/JT Racing Jawa, inched ahead at the end of lap five. Wilkie beat him to the next turn, but he again went wide. Brown passed him for good two turns later. Wilkie eventually dropped all the way to fourth. Brown thundered across the line for the win, while Russell and Sisemore occupied the next two spots.

Schwartz rocketed into the lead as soon as the Scratch main began. Steve Lucero chased Schwartz into the first turn, while Collins rode the rim in an attempt to take first. Schwartz moved into Collins' line and Collins almost fell.

Hamill and Lucero then went at it for second with Hamill winning the fierce duel. Hamill caught up to the leader on the final lap and got the drive, but Schwartz, on the Promotion Products/ST/Malcolm Smith/C.T.I. Brace/Answer Products Weslake, had him covered and won by a half length.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Billy Hamill (Wes); 3. Steve Lucero (Gdn); 4. Phil Collins (Wes).

HDCP: 1. Scotty Brown (Jaw); 2. Steve Russell (Wes); 3. Jim Sisemore (Wes); 4. Phil Collins (Wes).

D-2: 1. Ken Hansen (Gdn); 2. Mike Buff (Jaw); 3. Tony Gomez (Jaw); 4. Ryan Evans (Wes).

D-3: 1. Chris Castin (Wes); 2. Martie Wells (Wes); 3. Mark DeVay (Wes); 4. Tom Norris (Gdn).

SDCR: 1. Randy McIntyre/Ken McIntyre (Kaw); 2. Jeff Lerch/Ken Ohrt (H-D); 3. Craig Dempster/Peter Lewis (Kaw); 4. Cliff Tolley/Steve Hardwick (Kaw); 5. Steve Stanton/Tom Tufts (Kaw).

Hicks hot at Costa Mesa Speedway

By Scott Daloisio

COSTA MESA, CA, JUNE 23

On only his second night aboard the Don Russell Jawa, Gary Hicks won the Scratch main event at Orange County Fairgrounds.

Off the start, Hicks was the first racer into turn one as Phil Collins out-battled Billy Hamill for second with Scott Brant in fourth. Hamill fought his way past Collins on lap two, shook him off a lap later and moved right in on leader Hicks.

Hamill then tried to get inside Hicks and the Don Russell Racing/Modular Casework Systems/Oury Grip/Cody Racing/Champion Spark Plugs Jawa, but Hicks slammed the door. Hamill stayed close to Hicks on the final lap, but there was no way by. Brant, on the other Don Russell Jawa, finished third.

Archie Perez paced Walt Farnum when the eight-lap Handicap main left the line. Charging from the back, Collins and Hamill immediately got into another war for third. By the end of the first circuit, Hamill had beaten Collins again and he went after Farnum.

Farnum, riding the inside to block Hamill, was right behind leader Perez, who went wide in turn one on the fourth circuit. Farnum, on the Jr. Concrete Pumping/Handy's Concrete Pumping/Justice Brothers/Cody Racing/Presto Custom Window Tinting Jawa, quickly went by on the inside. By the end of the lap, Hamill had also taken Perez.

Farnum continually held off the pressing Hamill. As they came off turn four on lap six, Hamill almost pulled even with Farnum, and coming across the stripe to end the lap, they made contact and slammed to the track. Perez, with nowhere to go, ran over Hamill and fell. The red came out and the race stopped.

In a true show of sportsmanship, Farnum's crew went to the pits looking for a bike for Hamill. They came back with Scotty Brown's Jawa and the race restarted with three laps left. Hamill, unfamiliar with Brown's equipment, quickly fell behind Farnum, who coasted across the line for the win. Brant moved up to take second with Hamill getting third.

Results

SCRATCH: 1. Gary Hicks (Jaw); 2. Billy Hamill (Wes); 3. Scott Brant (Jaw); 4. Phil Collins (Wes).

HDCPA: 1. Walt Farnum (Jaw); 2. Scott Brant (Jaw); 3. Billy Hamill (Jaw); 4. Gary Hicks (Jaw).

D-2: 1. Mike Buff (Jaw); 2. George Armas (Jaw); 3. Craig Wilkie (Gdn); 4. Jason Chism (Jaw).

D-3: 1. Mark Faul (Wes); 2. Dave Wendlandt (Jaw); 3. Tom Norris (Gdn); 4. Mark DeVay (Wes).

Sisemore super at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, JUNE 24

Jim Sisemore showed up at Speedway USA feeling ill, but his weakened feelings didn't slow him down and he captured the Scratch main win. Sisemore trailed into the first corner at the start as Bobby Schwartz had the lead with Billy Hamill in second.

Hamill parked it in turn three, and that slowed Sisemore and Faria down, giving Schwartz a commanding advantage.

Sisemore disposed of Hamill and Faria and looked to Schwartz. As the leader came off turn two on the second revolution, he wheelied near the crashwall. Sisemore jumped at the opportunity, but Schwartz beat him to the next turn. As they went down the back straight on lap three, Faria went by Hamill for second, and Sisemore blasted by Schwartz for first. Schwartz wheelied again on lap three and that allowed Faria into second. With only one lap to go, Faria had no time to catch Sisemore and the Viking Computer Products/Arai/Oilzall/Interlink Weslake.

The Handicap main had Kevin Jordan setting the early pace over Steve Russell and Charles Ermolenko. Jordan and Russell began to move away from the field, while Sisemore turned up the heat on Ermolenko. However, Sisemore was continually stymied as Ermolenko blocked him on the inside.

Russell guided the Russell's Grandstands/Petrochem/Bobby Schwartz/Bell/Elite Auto Body/Na Na Weslake to the pole and took the lead, then ran away. He was nearly a half-straight ahead when Don Robinson gave him the checkered flag. Jordan hung on for second and Ermolenko finished third.

In a wild, side-by-side finish, Jeff Lerch and Ken Ohrt guided their Harley-Davidson to the Sidecar main event win. Their unhappy victims were Randy and Ken McIntyre.

Results

SCRATCH: 1. Jim Sisemore (Wes); 2. Mike Faria (Gdn); 3. Bobby Schwartz (Wes); 4. Billy Hamill (Wes).

HDCP: 1. Steve Russell (Wes); 2. Kevin Jordan (Wes); 3. Charles Ermolenko (Wes); 4. Jim Sisemore (Wes).

D-2: 1. Jesi Ochoa (Wes); 2. Ryan Evans (Wes); 3. Charlie Venegas (Gdn); 4. Jerry Black (Wes).

D-3: 1. Jeff Hoyt (Jaw); 2. Scott Primrose (Wes); 3. Ben Mears (Jaw); 4. Richard Sadler (Mai).

JR D-1: 1. Danny Wright; 2. Kevin Nicklas; 3. Brent Werner; 4. Chris Werner.

JR D-2: 1. Heath Hammonds; 2. Randy Evans; 3. Ryan Matteson; 4. Aaron Matteson.

SDCR: 1. Jeff Lerch/Ken Ohrt (H-D); 2. Randy McIntyre/Ken McIntyre (Kaw); 3. Craig Dempster/Peter Lewis (Kaw).

Silverole roosts to Knobby Hill MX win

By Susan Willian

HORTONVILLE, IN, JUNE 17-18

Billy Silverole won nine out of 10 motos, taking overall wins in the 125 and 250cc B Stock and Modified classes at the AMA/MX Sports Regional Qualifier at Knobby Hills MX. Michigan's Jeff Curry was the only rider to defeat Silverole in moto two of the 125cc B Modified class.

With so many riders advancing into this region from area qualifiers, qualifying races were held in the 125cc B Modified class. Curry won his qualifier, while Silverole earned a first in his. The final round of action saw the overall at stake, as Curry went into it with a 1-1 score and Silverole had a 1-2. But Silverole came out smelling like a rose as he glided to the moto win for first overall, while Curry took fourth in the moto for runner-up honors.

Greg Bowen won the overalls in the 125 and 250cc A Modified classes with perfect moto scores.

The first 125cc A Modified moto saw John Sier with the early lead followed by Jeff Beckington, James Eickel and Bowen. Bowen slipped by Eickel for third. By lap two, a battle for first started between leader Beckington and Bowen. The lead swapped back and forth until lap five when Bowen put a little distance between himself and Beckington. Beckington had some problems and dropped to third as Sier moved to second. Bowen took the win as Beckington managed to get by Sier for second.

In moto two, Missouri's Travis Kobush led the pack on lap one. Bowen, with a fourth place start, worked his way into the number one spot by the end of lap one, as Beckington was close at hand. The pair opened the throttle and left the pack. Beckington was unsuccess-

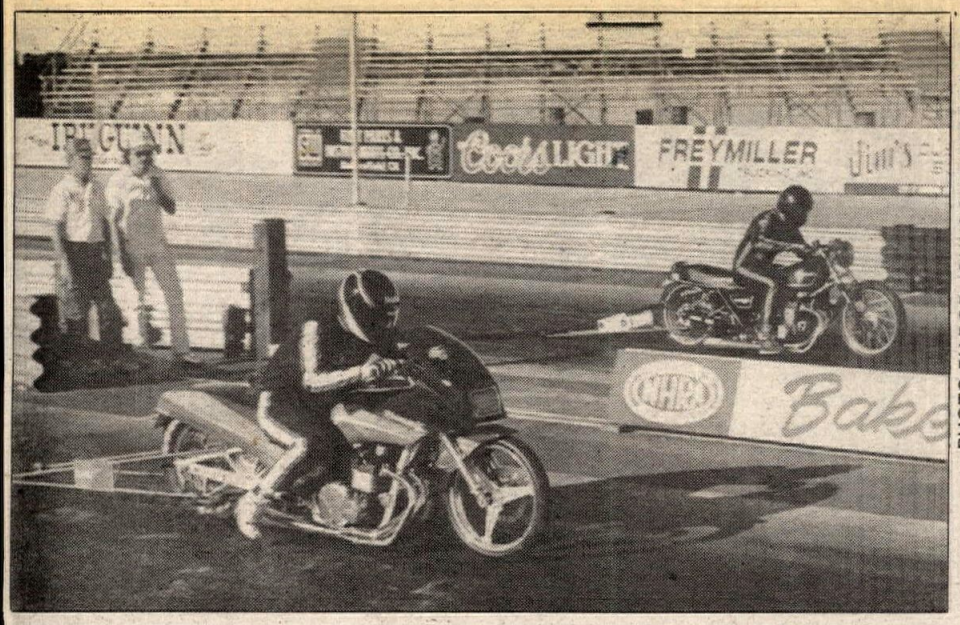


PHOTO BY BOB JOHNSON PHOTOGRAPHY

Matt Benusches (foreground) beat Charley Fulks in the 10.20 Super Gas Eliminator class at the Western Pro Gas M.C. Association Drags.

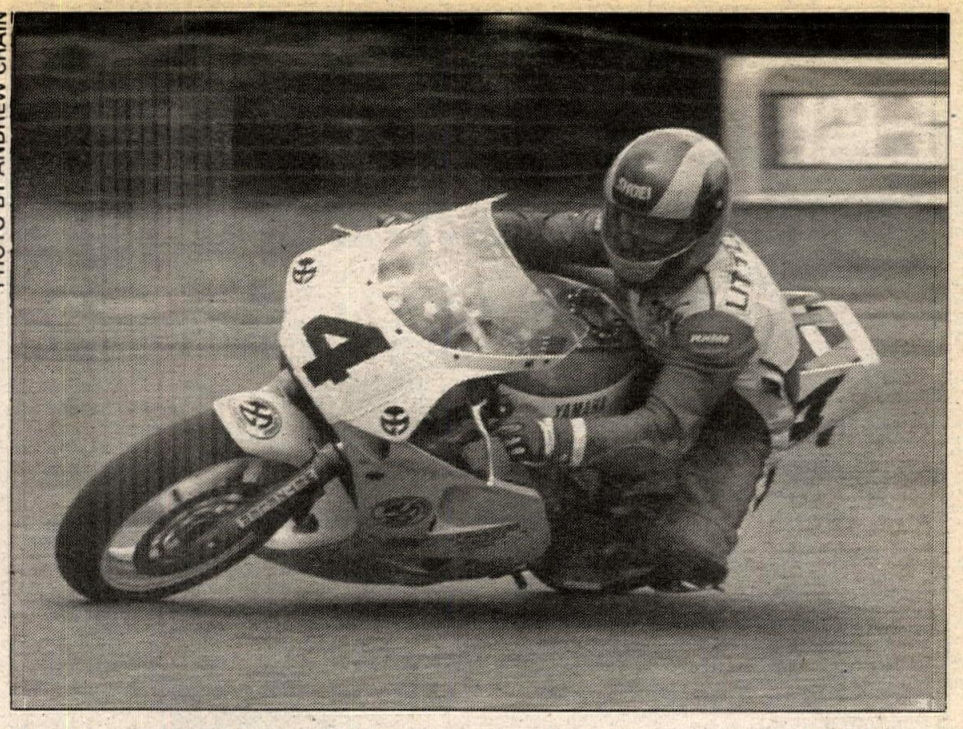


PHOTO BY ANDREW CRAIN

Team Lynnwood Yamaha/Stu Hutchins Racing scored the WMRRA six-hour endurance road race win at Seattle International Raceway.

ful in several attempts to pass Bowen. The final lap saw Beckington make a final attempt to pass Bowen but again, was unsuccessful. Bowen scored another win, while Beckington again took second.

Bowen retired from the class for the day with a 1-1, while Beckington charged out of the gate to run away from the pack in moto three for the win.

Results

125 A STK: 1. David Beckington (Hon); 2. Eric McLear (Yam); 3. Scott Hayes (Kaw); 4. Jeromy Beuhl (Suz); 5. John Sier (Hon).

125 A MOD: 1. Greg Bowen (Hon); 2. Jeff Beckington (Hon); 3. David Beckington (Hon); 4. Jeromy Buehl (Suz); 5. Mike Roth (Yam).

125 B STK: 1. Billy Silverole (Kaw); 2. Bryan Weiler (Kaw); 3. Stephen Christian (Yam); 4. Mark Vanbibber (Hon); 5. Jeff Curry (Suz).

125 B MOD: 1. Billy Silverole (Kaw); 2. Jeff Curry (Suz); 3. Bryan Weiler (Kaw); 4. Carl Williams (Kaw); 5. Kevin Shemwell (Hon).

250 A STK: 1. Eric McLear (Yam); 2. David Beckington (Hon); 3. Allen Horne (Hon); 4. Jeromy Buehl (Suz); 5. Jason Gray (Suz).

250 A MOD: 1. Greg Bowen (Hon); 2. Jeff Beckington (Hon); 3. Allen Horne (Hon); 4. Mike Roth (Yam); 5. Tim Ramsey (Yam).

250 B STK: 1. Billy Silverole (Kaw); 2. Bryan Weiler (Kaw); 3. Brian Hawks (Kaw); 4. James Wilkerson (Hon); 5. Michael Cain (Yam).

250 B MOD: 1. Billy Silverole (Kaw); 2. Bryan Weiler (Kaw); 3. Robert McPherson (Kaw); 4. Brian Taylor (Kaw); 5. Richard Carpenter (KTM).

OPEN A: 1. Troy Bradshaw (Hon); 2. Michael Smith (Hon); 3. Jeff Steinrock (Hon); 4. Scott Paul (Hon); 5. Jeff Hillis (Hon).

OPEN B-C: 1. Stephen Davis (Kaw); 2. Mike Peskin (Hon); 3. Robert Schulte (Kaw); 4. Michael McCann (Hon); 5. David Bicksler (Kaw).

25+: 1. Troy Bradshaw (Hon); 2. Jeff Steinrock (Hon); 3. Jon Schmitz (Suz); 4. Carl Horvath (Kaw); 5. Robert Merlington (Hon).

30+: 1. Alan Bowman (Hon); 2. Philip Alderton (Hon); 3. Jeff Steinrock (Hon); 4. Tim Smith (Yam); 5. Denny Burkett (Yam).

40+: 1. Doug Sanger (Suz); 2. Harry Lewis (Hon); 3. Keith Schiesser (Hon); 4. Dave Curry (Kaw); 5. Frank Helms (Yam).

Nelson nails Cycleland Motocross win

By Leo Trombley

CHICO, CA, JULY 1

Steve Nelson's first appearance at Chico's Cycleland Raceway was a successful one as he captured the overall win in the Expert-Intermediate clash with a 2-1-2 score in the three-moto event.

Moto one had Darren Kitzmiller grab the holeshot followed by Tom Odekirk and Wilson. By the second turn, Wilson took over first with Kitzmiller, Odekirk, Scott McElroy and Nelson following closely. Odekirk snatched second and McElroy closed on Kitzmiller and quickly passed him. McElroy then stole second while Kitzmiller passed Odekirk for third.

Nelson soon closed on Odekirk and jumped by, while up front, McElroy reeled in Wilson and took the lead. Wilson then crashed and at the checkers caught McElroy in first and Nelson passed Kitzmiller for second.

Moto two saw Nelson hustle the holeshot and then lead wire to wire. Kitzmiller settled into second, while McElroy was dead last. By lap three, McElroy moved up and passed Kitzmiller, then closed to Nelson's rear fender at the finish.

Odekirk holeshot the third moto and left Nelson and McElroy to dice for second. McElroy ripped into second, but Nelson retaliated and stuffed him over the top of a berm. Tim Nobles then got by Nelson and controlled second until the last lap when Nelson used him as a berm to retake second. Odekirk cruised to the moto win, but Nelson earned the overall with a 2-1-2 score.

Results

MINI: 1. Jason Shirey (Yam); 2. Brent Paysend (Hon); 3. Bo Yates (Yam).

125 NOV: 1. Charlie Laster (Kaw); 2. Shane Obendorf (Kaw); 3. Justin McGowen (Kaw).

125 JR: 1. John Baker (Suz).

250 NOV: 1. Joey Gresham (Yam); 2. Jim Vandiver (Hon); 3. Mark Jensen (Yam).

250 JR: 1. John Neary (Suz); 2. Trent Thomas (Kaw); 3. Ricky Boleman (Kaw).

INT-EX: 1. Steve Nelson (Kaw); 2. Scott McElroy (Hon); 3. Tom Odekirk (Suz).

VET: 1. Michael Rich (Hon); 2. Jim Vandiver (Kaw); 3. Lowell Moural (Hon).

Benusches, Stoffer capture Bakersfield Drags

By Bob Johnson

BAKERSFIELD, CA, JUNE 18

The second event of the 1989 Western Pro Gas Motorcycle Association Series took place at the new Bakersfield Raceway, with Matt Benusches winning the 9.20 second index Pro Gas field and Gary Stoffer taking top honors in the all-new 10.20 Super Gas eliminator.

The American Performance Engineering (APR) series first round of eliminations began with 1988 Champion Don Earll defeating Dan Cotten's '79 Suzuki, Benusches began his drive with a win over Dwayne West's '84 Suzuki, Tommy Bolton went to round two when points leader and winner of the initial event of the year broke out with his Kawasaki, Charley Fulks advanced at the expense of Ron Weems and Dave Earll and Elva Earll both got bye runs.

Racing partners Dave Earll and Matt Benusches started the second round with Benusches getting the win as he ran 9.27, 129.71 to Earll's losing 9.35, 128:57. Fulks' Kawasaki then paired up against Bolton's Suzuki, with Fulks getting the win with a 10.62. Don and Elva Earll met next, and apparently Elva gave Don his Father's Day present with a round win, Don recording a superior 9.29, 123.62 to wife Elva's losing 9.60, 140.62.

A real tough battle took place in the semi finals when Benusches lined up with Don Earll. Earll got a terrific .409 reaction time compared to Benusches respectable .484, but Benusches ran a 9.210, 138.88 for the win, as Earll's Trac Dynamics/Vance and Hines/Cycle Tune of Fresno lost with a 9.292, 135.95. Fulks received a bye run.

In the final, Fulks and Benusches ran a tight race, but Benusches held on to a 9.28, 130.43 win to Fulks losing 9.36, 137.19. Benusches' winning Kawasaki is sponsored by Trac Dynamics and Vance and Hines Sun Valley.

The new 10.20 Index Super Gas eliminator semi finals saw Gary Stoffer's Suzuki defeat Randy Cochran's Honda, while Buzz McCoy got a bye run with his Harley Davidson.

In the final Stoffer, one of the toughest bracket bike racers on the West Coast, ran an easy 10.49, 110.56 to easily handle McCoy's Harley which lost with a 10.62, 93.36.

Briggs best at Boyd's Creek MX

By Larry G. Finchum

SEVIERVILLE, TN, JUNE 18

Jimmy W. Briggs once again dominated Junior Mini class racing at Boyd's Creek Motocross during round four of the Tennessee State Championship Series. Briggs, on a Kawasaki KX60, holeshot both motos and put in lap times that rivaled even the fastest B classes. Chad Huffstetler rode his Kawasaki to second and third place finishes for second overall. Joshua Loving took third overall as Matt Harrison overcame mechanical problems to take fourth.

In the 125cc C class, Brad Clark on a Suzuki took the holeshot in the first moto but was soon passed by Bill Barton's Honda. Barton pulled about four seconds on the rest of the pack when the checkered flag dropped. Clark tried to hold his lines but Shane Jenkins' Cagiva was soon around to finish second. Tommy Owens on a Yamaha moved up to fourth but time ran out on him before he could race with the leaders.

The second moto had Owens out front at the drop of the gate, but he slid down on an off-chamber downhill turn, giving up the lead to Jenkins. Owens recovered quickly and charged after Jenkins, who then had his turn on the ground and Owens returned to the lead. Jenkins regrouped and shortly overtook Owens for the lead again. By this time Barton had made his way through the pack after his poor start and joined the lead duo. Barton soon passed Owens and then tried an outside line on Jenkins. Jenkins held his ground and Barton got his turn at soil sampling.

Barton proved to be the most determined of the group though as he picked his Honda up and stormed back into action, this time passing Jenkins and taking the lead for good. Jenkins made a last-minute charge after relinquishing the lead but it was too little, too late, as Barton held on by two feet at the checkered flag. Jenkins had to settle for second overall as Owens took third for the day and Clark finished up fourth.

Results

P/W: 1. Robert Smith (Yam); 2. Damian Headrick (Yam); 3. David Riccor (Yam).

JR MINI: 1. Jimmy Briggs (Kaw); 2. Chad Huffstetler (Kaw); 3. Joshua Loving (Kaw); 4. Matt Harrison (Kaw).

SR MINI: 1. Todd Huffstetler (Kaw); 2. Jamie Harrison (Kaw); 3. Neal Wilson (Hon); 4. Sammy Hayes III (Kaw); 5. Travis Myers (Kaw).

125: 1. Bill Barton (Hon); 2. Shane Jenkins (Cag); 3. Tommy Owens (Yam); 4. Brad Clark; 5. Jeffrey Ables (Kaw).

125 B: 1. William Moore (Kaw).

250: 1. Bill Barton (Hon); 2. Bill Davis (Hon); 3. Tony McMahan (Kaw); 4. Phillip Hurst (Hon); 5. Brian Hulen (Hon).

250 B: 1. Jeffrey Dodgen (Yam).

OPEN: 1. Ronald Nelson (Hon); 2. Bobby Ousley (Hon); 3. Jeffrey Slate (Hon); 4. Eric Neal (ATK); 5. James Lewelling (Hon).

U/L AM: 1. Mark Jackson (KTM); 2. James Lewelling (Hon); 3. Jeff Hensley (Suz); 4. Junior Brackins (Hon); 5. Scotty Troutman (Hon).

30+: 1. Ronald Nelson (Hon).

25+: 1. Jeffrey Dodgen (Yam); 2. Bill Davis (Hon); 3. Jeffrey Slate (Hon); 4. Eric Neal Capps (ATK); 5. Phil Ford (Yam).

40+: 1. Haskel Harbin (Hus).

ENDR BK: 1. Andrew Locke (KTM); 2. Randy Farris (KTM); 3. Steve Stabb (Suz); 4. Timothy Brannon (KTM); 5. Mike Willard (KTM).

NON-CURR: 1. Jeff Heasley (Suz); 2. Raymond Slate Jr. (Hon); 3. Randall Wolfe (Yam); 4. Johnny Davis (Hon); 5. James Baker (Hus).

210+ PONDERS: 1. Randy Farris (KTM); 2. Raymond Slate Jr. (Hon); 3. Warren Bradley (Hon); 4. Kirk McWilliams (Hon); 5. James Finehum Jr. (Hus).

Team Lynnwood Yamaha wins Seattle Endurance RR

By Jane Steele

KENT, WA, JUNE 18

Team Lynnwood Yamaha/Hutchins Garage & Racing fought long and hard for a victory at the Washington Motorcycle Roadracing Association's (WMRRA) six-hour endurance race, held at Seattle International Raceway. At the end of the six hours, the specially-prepared Yamaha FZR1000 finished only 30 seconds ahead of their nearest rival, Team Centralia Ford/Insulate Industries, also Yamaha-mounted.

Insulate Industries sponsored the race, as it did last year. The event was a benefit for the March of Dimes, with each team collecting pledges based on the number of laps finished. Also sponsored by Insulate Industries was Team Disorganized, out of Victoria, B.C., with battlers Steve and Craig Trinder aboard. The Trinders rode with the number one plate on their bike, a Kawasaki ZY7, a momento of their wire-to-wire victory in last year's event. They recently posted an Open Production class victory on the motorcycle at Portland's WERA National Endurance race.

WMRRA veterans Bruce Lind and Steve Littlejohn were riding for Team Lynnwood Yamaha/Hutchins Garage & Racing. Lind had been on the winning teams in 1981 and 1987. He and Littlejohn were teamed last year. WMRRA number one plate holder Joe Pittman and Nationally-ranked 250cc Grand Prix rider Mike Sullivan were handling the riding chores for Centralia Ford/Insulate Industries on the Matt Harlowe Racing-prepared Superbike.

When the green flag dropped, Joe Pittman, handling the first leg for Team Centralia Ford, pulled immediately away from the pack. Team Lynnwood Yamaha was several seconds down, but also able to pull away. The track was crowded and the two leading teams, free from traffic, were soon lapping backmarkers. The Trinder brothers were in third, uncontested. Team Insulate Industries/Centralia Ford, running out of the same pit as Centralia Ford/Insulate Industries, worked their way up from a poor start to hold down the fifth position.

As the initial hour drew to a close, preparations were being made in the pits for the first stops. Suddenly, reports came in that Centralia Ford was sputtering and dying and pulling off the track on the uphill stretch to turn eight. They were quickly confirmed when Pittman came into sight, desperately pushing the Yamaha past the tower. Centralia's pit crew had based their gas usage calculations on the Portland race, run on a level track, and had not accounted for SIR's elevation changes. This, their only mistake, would cost them the race.

Team Lynnwood Yamaha pitted on schedule, their pit stop uneventful. With the two other front-runners already in the pits, the Trinder brothers were in the lead. After they completed their 50th lap, a crash at the end of the straightaway resulted in a red flag.

At the restart, Team Centralia immediately pulled out ahead and ran a trouble-free race, trying desperately to make up for the time they lost running out of gas. Their times were consistent 1:30s, only seconds off sprint pace. Team Lynnwood Yamaha held the second position, but actually had the greater number of laps. The Trinders and Team Insulate Industries rounded out the top four. These four teams were destined to remain in this order for most of the event.

Suddenly, the Trinders pulled in for an unscheduled pit stop with a broken clip-on. They lost several minutes repairing the damage. They were now back in fourth place, but a desperate ride had them catching up to Insulate. As racing drew to a close, Team Centralia Ford slowed slightly; their tires were starting to go. Lynnwood Yamaha seemed to go faster and faster; they had changed tires at their last pit stop. The well-prepared team had changed their tires and were back on the track within 30 seconds, and were determined to take the win.

With only five minutes left, the Trinders pitted. They had hoped to stretch their gas out to the end of the race, but were unable to do so. Even with a fresh rider on board, they were out of striking distance for third-place overall, but would easily win their class, Open Production.

By the end of the race, Centralia was only 30 seconds behind Team Lynnwood Yamaha, both teams completing 207 laps. Team Insulate finished third, three laps down from the leaders, with 204 total laps. BRG Racing, a California team, moved into fifth place, while Pegasus Racing, also out of California, came in sixth overall and first in 650cc Production.

Results

O/A: 1. Team Lynnwood Yamaha/Stu Hutchins Racing (Yam); 2. Team Centralia Ford/Insulate Industries (Yam); 3. Team Insulate Industries/Centralia Ford (Suz); 4. Team Disorganized (Kaw); 5. BRG Racing (Yam); 6. Pegasus Racing (Yam); 7. Contact Racing (Suz); 8. Performance Labs (Suz); 9. Silver Eagle Racing (Yam); 10. Wascher/Kenyon/Maurice (Hon).

650+ S/BK: 1. Team Lynnwood Yamaha/Stu Hutchins Racing (Yam); 2. Team Centralia Ford/Insulate Industries (Yam); 3. Team Insulate Industries/Centralia Ford (Suz); 4. BRG Racing (Yam); 5. Performance Labs (Suz).

650+ PROD: 1. Team Disorganized (Kaw); 2. Contact Racing (Suz); 3. C&S Racing (Yam); 4. Team Everett Suzuki (Suz); 5. Team Sledge (Suz).

650 S/BK: 1. Wascher/Kenyon/Maurice (Hon); 2. Walker Brothers (Yam); 3. B-Cal Racing II (Suz); 4. Short Bucks Racing (Hon); 5. Team Extreme (Hon).

650 PROD: 1. Pegasus Racing (Yam); 2. Silver Eagle Racing (Yam); 3. Lynnwood Yamaha II (Yam); 4. Sportbikes Only; 5. BOCal Racing I (Suz).

L/W S/BK: 1. Vitesse Racing (Yam); 2. Wanna-Be Racing (Yam); 3. Team M&M (Kaw); 4. Three Men and a Bike (Yam); 5. Screaming Kitty (Hon).

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Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

7/16	Le Mans, France
8/6	Donington Park, England
8/13	Anderstorp, Sweden
8/27	Brno, Czechoslovakia
9/17	Goiania, Brazil

*Tentative

World C'ship Superbike Road Race Series

7/30	Paul Ricard, France
8/27	Sugo, Japan
9/17	Hockenheim, West Germany
9/24	Pergusa, Sicily
10/8	Oran Park, Australia
10/15	Manfield, New Zealand

World C'ship 500cc MX Series

7/23	Farleigh Castle, Great Britain
8/6	Namur, Belgium
8/13	Ettlebruck, Luxembourg
8/27	Wohlen, Switzerland

World C'ship 250cc MX Series

7/23	Reiserberg, West Germany
8/6	Ulricehamn, Sweden
8/13	Hyvinkaa, Finland
8/27	Angreau, Belgium

World C'ship 125cc MX Series

8/6	Campos Jordao, Brazil
8/13	Cosquin, Argentina
8/27	Ahun, France

Motocross des Nations

9/10	Gaildorf, West Germany

International Six Days Enduro

9/25-30	Waldurn, West Germany

World C'ship Observed Trials Series

7/16	Spain
7/30	Austria
8/6	Czechoslovakia
8/27	West Germany
9/10	Luxemburg

Trials des Nations

9/17	Belgium

World C'ship Formula One Road Race Series

7/16	Finland
8/13	Ireland

Camel Pro/AMA Grand National C'ship Dirt Track Series

*7/16	Springfield, IL M
*7/23	DuQuoin, IL M
*8/6	Albuquerque, NM M
*8/13	Peoria, IL TT
*8/26	Indianapolis, IN M
*9/3	Springfield, IL M
*9/10	Syracuse, NY M
9/17	San Jose, CA M
*9/30	Gardena, CA H/M
*10/7	Sacramento, CA M

* Will include Camel Challenge race. Schedule subject to change.
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

*7/22	White City, IL HM
8/11	Sturgis, SD ST
8/19	Hamburg, NY HM
9/23	Castle Rock, WA TT
*10/14	Mesquite, TX HM

* Tentative
Info 614/891-2425

AMA Junior Nat'l C'ship Dirt Track Series *

7/23	DuQuoin, IL M
8/11	Sturgis, SD ST
8/19	Hamburg, NY HM
9/10	Syracuse, NY M

* Tentative
Info 614/891-2425

AMA Regional C'ship Dirt Track Series *

8/13	Sturgis, SD HM
9/22	Castle Rock, WA TT

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Amateur Dirt Track Series

7/12	Peoria, IL ST
7/15	Peoria, IL SC

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

8/6	Lexington, OH
8/13	Sonoma, CA
9/1-3	Topeka, KS

Info 614/891-2425

AMA/EBC Brakes Endurance Road Race Series

8/4-6	Lexington, OH
8/11-13	Sonoma, CA
9/1-3	Topeka, KS
10/27-29	Daytona Beach, FL

Info 704/684-4297

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series

8/4-6	Lexington, OH
8/11-13	Sonoma, CA
9/1-3	Topeka, KS
10/27-29	Daytona Beach, FL

Info 704/684-4297

AMA 125/250cc Nat'l C'ship MX Series

7/16	Troy, OH

Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

8/20	Millville, MN
8/27	Washougal, WA
9/24	Binghamton, NY
10/1	Delmont, PA
10/8	Budds Creek, MD
10/15	New Berlin, NY
10/29	Hollister, CA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

7/23	Goodman, MS
8/13	Speedsville, NY
8/20	Moorestown, MI
9/3	New Waverly, TX
9/10	Winterset, IA
10/22	W. Greenwich, RI
10/29	Redding, CA

* Tentative

AMA/Wiseco/Yamaha Grand Nat'l Cross Country Series

9/10	Hookstown, PA
9/17	Waterford, OH
10/8	Mt. Morris, PA
10/29	Tarentum, PA

AMA Nat'l C'ship Hare Scramble Series

8/27	Lynnville, IN
10/22	Flat River, MO

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

7/30	Wells, NV
8/27	Wells, NV
9/10	Maybelle, CO
10/22	Lucerne, CA

Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

9/2	TBA, WA
9/4	TBA, WA

AMA/CCS Road Race Series

Florida Region

7/16	W. Palm Beach, FL
8/19-20	W. Palm Beach, FL
9/2-3	Faulkville, GA
9/16-17	W. Palm Beach, FL

Mid-Atlantic Region

7/22-23	Summit Point, WV
8/26-27	Braselton, GA
9/16-17	Summit Point, WV
9/23-24	Myrtle Beach, SC
10/14-15	Myrtle Beach, SC

Mountain Region

7/16	Denver, CO
7/30	Longmont, CO
8/12-13	Denver, CO
8/27	Pueblo, CO
9/9-10	Steamboat Springs, CO
9/24	Denver, CO

Mid-West Region

7/29-30	Beloit, WI
8/19-20	Beloit, WI
9/9-10	Beloit, WI
9/16-17	Grattan, MI

North Central Region

9/16-17	Brainerd, MN

Northeast Region

8/5-6	Loudon, NH
9/2-4	Loudon, NH
9/30-10/1	Loudon, NH
10/21-22	Loudon, NH

Salt Lake Region

7/23	Salt Lake City, UT
8/20	Salt Lake City, UT
9/3	Salt Lake City, UT
9/17	Salt Lake City, UT
10/1	Salt Lake City, UT

South Central Region

7/29-30	Hallett, OK
8/19-20	Hallett, OK
9/23-24	Hallett, OK

Southeast Region

8/26-27	Braselton, GA
9/2-3	Faulkville, GA
9/23-24	Myrtle Beach, SC
10/14-15	Myrtle Beach, SC

Southwest Region

7/29	Chandler, AZ
8/26	Chandler, AZ
9/17	Chandler, AZ
10/7-8	Phoenix, AZ

Info 704/684-4297

IDBA Nat'l C'ship Drag Race Series

7/14-16	Columbus, OH
8/11-13	Ontario, CAN
9/15-17	Norwalk, OH
10/13-15	Commerce, GA

Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

8/5-6	Rising Sun, MD
8/19-20	Albuquerque, NM
8/21-26	Salt Flats, Wendover, UT
9/9-10	Bakersfield, CA
9/22-24	Union Grove, WI
9/29-10/1	Bradenton, FL
10/7-8	Phoenix, AZ
10/28-29	Baytown, TX
11/3-5	Palmdale, CA
11/17-19	Gainesville, FL

Info 315/735-1661

AMRA Nat'l C'ship Drag Race Series

7/15-16	Fairmont, IL
8/8-10	Sturgis, SD
9/16-17	Bunker Hill, IN
10/7-8	Clarksville, TN

Info 312/250-0838

SCRA Drag Race Series

8/5	Farmington, NC
8/19-20	Rockingham, NC
9/23-24	Greensboro, NC
10/29	Farmington, NC

Info 919/697-7690

WERA/Toyota/Dunlop Formula USA Nat'l C'ship Road Race Series

9/2-3	Millington, TN
9/9-10	Willow Springs, CA
10/7-8	Indianapolis, IN
11/4-5	Braselton. GA

Info 803/681-9372

WERA/EBC Brakes Nat'l Endurance Road Race Series

7/15-16	Garrettsville, OH
8/19	Summit Point, WV
9/2	Millington, TN

9/9-10	Rosamond, CA
9/30	Shannonville, CAN
10/7	Clermont, IN
11/3	Braselton, GA

Info 803/681-9372

WERA Nat'l C'ship Road Race Series

Northeast/Mid-Atlantic Region

7/15-16	Garrettsville, OH
8/5-6	Long Pond, PA
8/19-20	Summit Point, WV
9/2-3	Garrettsville, OH
9/30-10/1	Garrettsville, OH
10/14-15	Summit Point, WV

Southeast Region

7/29-30	Faulkville, GA
8/12-13	Talladega, AL
9/2-3	Millington, TN
9/16-17	Talladega, AL
9/30-10/1	Faulkville, GA

North Central Region

8/5-6	Grattan, MI
8/26-27	S. Beloit, IL
9/23-24	Grattan, MI
10/7-8	Clermont, IN

Mid-Central Region

7/29-30	E. St. Louis, IL
8/12-13	Talladega, AL
8/20	E. St. Louis, IL
9/2-3	Millington, TN
9/16-17	Talladega, AL
10/7-8	Clermont, IN

South Central Region

9/2-3	Millington, TN
9/16-17	Henderson, TX
10/7-8	Hallett, OK

Pacific Region

9/8-10	Willow Springs, CA
9/30-10/1	Rosamond, CA

* Tentative
Info 803/681-9372

WERA Western Regional Endurance Series

9/9-10	Rosamond, CA
9/16	Coquitlam, B.C., CAN

Info 803/681-9372

WERA Grand Nat'l Final

11/1-5	Braselton, GA

NETA C'ship Trials Series

7/23	Wrentham, MA
8/13	Wrentham, MA
9/17	Ossipee, NH
9/23	Meriden, CT
10/14-15	Conway, NH
10/29	Chepachet, RI

Info 617/695-1506

STRA C'ship Trials Series

8/12-13	Berea, KY
9/30-10/1	Cullman, AL
10/15	Winchester, TN
10/29	Cleveland, GA
11/12	Pigeon Forge, TN

Info 615/967-3008

NESC C'ship Motocross Series

7/16	Greenfield, MA
7/23	Lewiston, ME
7/30	Southwick, MA
8/6	Lewiston, ME
8/13	Southwick, MA
8/20	Central Village, CT
9/3-4	Waterboro, ME
9/10	Southwick, MA
9/17	Central Village, CT
10/1	Southwick, MA
10/8	Middleboro, MA
10/22	Southwick, MA
10/29	Middleboro, MA
11/5	Middleboro,MA
11/12	Middleboro, MA

Info 413/772-0685

NETRA C'ship Enduro Series

7/23	Oxford, MA
8/20	Weare, NH
9/10	Lee, MA
9/24	Adams, MA
10/15	W. Greenwich, RI
11/5	Stafford, CT
11/19	Marlborough, CT

Info 203/875-5757

NETRA C'ship Hare Scrambles Series

7/16	Windsor, MA
7/30	Fishouse, NY
8/6	Thomaston, CT
8/27	Cheshire, MA
9/17	N. Petersburg, NY
10/8	Fishouse, NY
10/22	South Central, MA
10/29	Wrentham, MA

Info 203/875-5757

New York Hare Scrambles Series

7/16	Speedsville, NY
7/30	Newark, NY
8/20	Enfield, NY
9/10	Owasco, NY
10/22	S. Edmeston, NY
11/5	Palmyra, NY

Info 315/682-8017

ECEA C'ship Enduro Series

7/16	Blain, PA
8/13	Speedsville, NY
8/27	Mauricetown, NJ
9/10	Belleplain, NJ
9/17	Shippensburg, PA
9/24	Brandonville, PA
10/8	Grenloch, NJ
10/15	W. Greenwich, RI
10/29	Bear, DE
11/12	Warren Grove, NJ

WNYSC Motocross Series

7/16	Batavia, NY
7/23	Palmyra, NY
7/30	Hunt, NY
8/6	Hunt, NY
8/13	Auburn, NY
8/20	Little Genesee, NY
8/27	Palmyra, NY
9/3	Auburn, NY
9/10	Palmyra, NY
9/17	Hunt, NY
10/1	Batavia, NY
10/15	Batavia, NY
10/22	Little Genesee, NY
10/29	Batavia, NY

Info 716/594-0482

OMRRA Road Race Series

7/23	Portland, OR
8/20	Portland, OR
9/24	Portland, OR
10/15	Portland, OR

SERA Enduro Series

7/23	AMA Nat'l Goodman, MS
8/13	Breezy Hill, LA
9/10	Goodman, MS
9/24	Maline, AL
10/8	Saucier, MS
11/12	Selma, AL

Info 504/748-8569

SERA Club Hare Scrambles Series

8/27	Hattiesburg, MS

Info 504/748-8569

NCHSA Hare Scrambles Series

7/16	Hudson, NC
8/13	Hickory, NC
9/3	Denver, NC
9/17	Mt. Airy, NC
11/12	Reidsville, NC

Info 919/776-1767

AHRMA Historic Cup Road Race Series

8/4-6	Lexington, OH
8/11-13	Sonoma, CA
9/2-3	Topeka, KS
9/9	Steamboat Springs, CO

Info 217/568-7764.

AHRMA-West (CVRG) Vintage Road Race Series

7/16	Sonoma, CA
8/13	Sonoma, CA
9/9	Steamboat Springs, CO
*10/29	Sonoma, CA

* Tentative
Info 217/568-7764.

AHRMA Nat'l Vintage MX Series

8/6	Thornville, OH
9/8	Steamboat Springs, CO
10/22	Brentwood, CA

Info 217/568-7764.

AHRMA-West (CVRG) Vintage MX Series

9/8	Steamboat Springs, CO
10/22	Brentwood, CA
11/19	Tulare, CA

Info 217/568-7764

AHRMA Vintage Trials Series

8/5-6	Thornville, OH
9/7	Sreamboat Springs, CO
10/15	Livermore, CA
12/10	Kettleman, CA

Info 217/568-7764

CRA C'ship Road Race Series

9/16-17	Brainerd, MN

Info 612/332-4070.

ATA C'ship Trials Series

9/17	Cactus Flats, CA
10/8	Corral Canyon, CA
10/29	Lucerne Valley, CA
11/12	TBA

Iowa Enduro Series

8/27	Stratsford, IA
9/10	Nat'l Winterset, IA
9/24	Ainsworth, IA
10/1	Bartlett, IA
10/29	Waterloo, IA

Info 515/279-3962

Virginia C'ship Hare Scrambles Series

9/10	Penhook, VA
9/17	Staunton, VA
10/1	Martinsville, VA
10/15	Newport News, VA
11/5	Chesapeake, VA

Info 804/255-4620

ARRA C'ship Series

7/22-23	Willow Springs, CA
8/12-13	Willow Springs, CA
8/26-27	Willow Springs, CA
9/16-17	Willow Springs, CA
10/21-22	Willow Springs, CA
11/11-12	Willow Springs, CA
12/16-17	Willow Springs, CA

Info 805/966-5700

MXNW Super Series

7/23	Albany, OR
7/16	Washougal, WA

Info 503/761-6042

NWMA C'ship Enduro Series

9/24	Mount Vernon, WA
10/1	Tenino, WA
10/8	Belfair, WA
10/29	Bellingham, WA
11/19	Bellingham, WA

Info 206/943-1559

NWMA C'ship Off-Road Series

9/9	Sultan, WA
11/12	Shelton, WA
11/25	Seattle, WA
12/3	Shelton, WA

Mickey Thompson Off-Road C'ship Series

7/22	Los Angeles, CA
9/16	Denver, CO
9/30	Las Vegas, NV
10/28	No. Cal., CA

Info 714/938-4100

MRA C'ship Series

7/16	Denver, CO
7/30	Longmont, CO
8/12	Endurance, Denver, CO
8/13	Denver,CO
8/27	Pueblo, CO
9/9-10	Steamboat Springs, CO
9/24	Denver, CO

Info 303/443-7446

FGPRA C'ship Road Race Series

8/6	Sebring, FL
9/4	Sebring, FL
10/1	Sebring, FL
11/12	Sebring, FL
12/17	Sebring, FL

Info 813/665-4098

NMA Grand Nat'l C'ship MX Finals

7/31-8/6	Ponca City, OK

Info 213/868-8112

AFM North C'ship Series

7/15-16	Sonoma, CA
8/6	Sonoma, CA
9/3-4	Sonoma, CA
10/29	Sonoma, CA

Info 415/327-0908

AFM South C'ship Series

8/5-6	Riverside, CA

Info 213/326-5679

USBA Road Race Series

7/23	Salt Lake City, UT
8/20	Salt Lake City, UT
9/3	Salt Lake City, UT
9/17	Salt Lake City, UT
10/1	Salt lake City, UT

Info 801/546-0216

SCORE Int'l Off-Road Series

9/8-10	Off Road World C'ships Phoenix, AZ
11/9-12	Presidente Baja 1000 Ensenada, Baja CA, Mexico

Info 818/889-9216.

SRA Grand Prix C'ship Series

7/30	Carlsbad, CA
8/27	Perris, CA
9/24	Carlsbad, CA
10/15	Rosarito Bch, Baja, Mex.
10/29	San Bernardino, CA
11/19	Perris, CA

Info 714/957-2985

Triple Crown of Baja Off Road Series

7/14-16	Mexicali, B.C., Mex.
9/15-17	San Felipe, B.C., Mex.

Info 818/340-5750

Grans Prix de Baja Series

8/26	Ensenada, B.C., Mex.
10/21	San Felipe, B.C., Mex.

Info 818/340-5750

ADRA Int'l C'ship Desert Race Series

7/16	Flagstaff, AZ
8/20	Heber, AZ
9/17	Young, AZ
11/18	Lukeville, AZ

PITS C'ship Trials Series

7/23	Donner, CA

AMA
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SHORT TRACK

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JULY 29 7:30 P.M.
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Sun. July 30 MX DeAnza
Sun. Aug. 6 Outlaw Perris
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CRC Info 805-272-8889

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Sun. July 16 CMC Motocross
(714) 788-5853

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Round #3 Sun. July 16
Perris Raceway, Perris
*Round #4 Sun. July 23
Carlsbad Raceway, Carlsbad *TV Coverage
CA (714) 261-6116

SMX
YAMAHA
California Classic Series
Sun. July 16 DeAnza
Round #1
Sun. July 23 Glen Helen
Round #2
INFO (714) 583-7486

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August 6 Sears Point
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Menlo Park, CA 94025
(213) 326-5679
(415) 327-0908
North Chapter

SRA GP
California Schedule
June 25 Perris
July 30 Carlsbad
Info (714) 957-2985

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(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

AMA REGIONAL CHAMPIONSHIP SHORT TRACK

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Gates Open 12 p.m.

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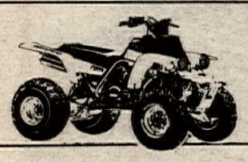

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8/4 **Handicap & Scratch Racing**
Info: (714) 492-9933

8/20 Donner, CA
10/22 Santa Cruz, CA
11/11 Patterson, CA
11/19 Auburn, CA
12/10 Patterson, CA
Info 209/293-4768

Black Jack Enduro Series

9/17 Little Rock, AR
10/1 Stillwater, OK
10/15 Tulsa, OK
10/29 Oklahoma City, OK
Info 918/438-3388

WMXA Nat'l C'ship Series

8/6 Perris, CA
9/17 San Bernardino, CA
10/8 Palmdale, CA

WMRRA Road Race Series

7/30 Seattle, WA
8/20 Seattle, WA
9/9-10 Seattle, WA
10/8 Seattle, WA
Info 206/263-3597

CMA C'ship Supercross Series

9/23 Montreal, Que., CAN

RACE Nat'l C'ship Series

7/29-30 Shannonville, Ont., CAN
8/12-13 Calgary, Alberta, CAN
8/19-20 Vancouver, BC, CAN
9/2-3 Shannonville, Ont., CAN
Info 416/862-8821

RACE Eastern Canada Challenge Series

7/12 Shannonville, Ont., CAN
7/15-16 Sanair, Que., CAN
8/16-17 Trois Rivieres, Que., CAN
9/23-24 Shannonville, Ont., CAN
9/30-10/1 Shannonville, Ont., CAN
Info 416/862-8821

Alaska State C'ship MX Series

7/30-31 Fairbanks, AK
9/3-4 Anchorage, AK

AMRA C'ship Series

7/16 Anchorage, AK
7/23 Anchorage, AK
8/13 Anchorage, AK
9/10 Anchorage, AK

SMRA C'ship Series

7/23 Anchorage, AK
8/4 Sutton, AK
9/10 Anchorage, AK

Rocky Mountain Enduro Series

7/16 Del Norte, CO
8/6 Steamboat Springs, CO
8/27 Walden, CO
Info 307/745-7793

Missouri Hare Scrambles Series

7/22 Columbia, MO
8/6 Sedalia, MO
8/20 Steelville, MO
9/10 Palmyra, MO
9/24 Flat River, MO
10/8 Branson, MO
10/22 Flat River, MO

N. Indiana Hare Scrambles Series

7/16 Ligonier, IN
9/24 Burr Oak, IN
10/29 Burr Oak, IN

CMC/Dodge Truck Summer MX Series

7/14 Gardena, CA
7/16 Perris, CA
7/23 Carlsbad, CA
7/30 Adelanto, CA
8/6 Ramona, CA
8/13 San Bernardino, CA
8/20 Adelanto, CA
8/27 Carlsbad, CA
Info 714/261-6116

JULY						
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23	24	25	26	27	28	29
30	31					

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July 12

WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

July 13

OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.
WASHINGTON MOTOCROSS
• CMC. Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/734-8295 or 398-1984.

July 14

CALIFORNIA SPEEDWAY
• AMA. Gold Country Fairgrounds Speedway, Auburn. Info 916/448-7557 or 487-2966.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC Summer Series, Round 2. Ascot Park, Gardena. Info 714/261-6116 or 213/515-5115.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot Raceway, Ascot. Info 714/261-6116 or 213/321-5323.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA SHORT TRACK
• Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• Animal Promotions. Ascot South Bay Stadium, Gardena. Info 213/515-5115 or 714/523-0889.
DELAWARE SHORT TRACK/MOTOCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Dearborn Co. Fairgrounds, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEVADA MOTOCROSS
• CMC/NV Event Promotions. Silver State Raceway, Carson City. Info 702/782-7903.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, between Dallas & Ft. Worth, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
• CMC. Seattle Int'l Raceway, Seattle. Info 206/825-4502.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

July 14-16

OHIO DRAGS
• IDBA Nat'l C'ship Series. Firecracker Nationals. NNational Trail Raceway, Columbus. Info 205/849-7886.

July 14-17

MEXICO GRAND PRIX
Triple Crown of Baja Series. Gran Carrera de Mexicali. Mexicali, B.C. Info 818/340-5750 or 992-6355.

July 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Motocross Park, Warrior. Info 205/669-4572 or 647-5612.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA SHORT TRACK
• AMA/D-36/Lodi MC. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• CMC/Supersport Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA MOTOCROSS
GFI Racing. Perris Raceway, Perris. Info 714/788-5853.
CANADA TRIAL
CMA Nt'l C'ship Series. Ioco, B.C. Info 416/522-5705.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA MOTOCROSS
Thunder Creek MX, High. Falls, Jackson. Info 912/994-6630.
ILLINOIS HILLCLIMB
Shoal Creek Dirt Riders, Mt. Olive, White City. Info 217/989-2076 or 999-2076.
INDIANA MOTOCROSS
Read's Racing, Unlimited, Inc. Baer Field Raceway, Fort Wayne. Info 219/594-2649 or 594-2974.
KANSAS SHORT TRACK
Vintage Dirt Track Assn. Vintage Classic Series. Jeeps MC Track, Jeeps. Info 918/445-0671 or 832-7091.
KENTUCKY MOTOCROSS
Edmonson County MX Raceway, Brownsville. Info 502/286-8334 or 879-8114.
MINNESOTA SHORT TRACK/SUPERCROSS
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEBRASKA SHORT TRACK/ARENACROSS
Kam Raceway, Hastings. Info 402/463-4717.
NEVADA MOTOCROSS
Las Vegas MX Park, Henderson. Info 702/365-1080.
NEW YORK SHORT TRACK/SCRAMBLES/MOTOCROSS
Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO SHORT TRACK
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
• AMA/D-11. Kenworthy's MX Park, Troy. Info 513/335-7111 or 335-4763.
OHIO SHORT TRACK
Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
10th Annual Dr. Pepper Race of Champions. Motorcycle Raceways, Oklahoma City. Info 405/485-2415.
PENNSYLVANIA SUPERCROSS
D-7. Toyota SX. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
D-7. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeville. Info 803/625-4300.
SOUTH CAROLINA MOTOCROSS
Secession MX, Anderson. Info 803/296-5983.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/691-7531.
TENNESSEE MOTOCROSS
• Carthage MX Raceway, Carthage. Info 615/735-2872 or 735-2966.
TEXAS SHORT TRACK/STADIUMCROSS
TDTA. Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON TT
• AMA/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 264-2144.

July 15-16

ARIZONA MOTOCROSS
AMXA Series. Thunder Valley Sports Park, Mayer. Info 602/993-4954.
CANADA ROAD RACE
CMA Nat'l C'ship/Manitoba RR Assn. Gimli Motorsport Park, Gimli, Manitoba. Info 204/694-2641.
CANADA ROAD RACE
RACE/Eastern Canada Challenge. Sanair Int'l Raceway, St. Pie, Quebec. Info 416/862-8821.
ILLINOIS DRAGS
• AMRA Nat'l C'ship Series. Gateway All Harley Drag Nat'ls. International Raceway, Fairmont (St. Louis). Info 319/462-4844.
MICHIGAN MOTOCROSS
Brown City MX, Brown City. Info 313/395-2169.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's Supercross Park, Stanton. Info 517/235-4105.

July 16

ALABAMA HARE SCRAMBLE
Heart of Dixie, Double Springs. Info 205/221-7065.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/349-4254 or 345-4758.
ARIZONA DESERT RACE
ADRA Int'l Series. 8th Annual Cinder Mountain 100. Prescott. Info 602/252-1900.
ARIZONA MOTOCROSS
• AMXA Series. Thunder Valley Sports Park, Mayer. Info 602/993-4954 or 228-3220.
CALIFORNIA SHORT TRACK
• R & D Ent. Hills Ferry Speedway, Newman. Info 408/449-7367.
CALIFORNIA GRAND PRIX
AMA/D-38/Tankslappers MC. Carlsbad Raceway, Carlsbad. Info 619/423-7241.
CALIFORNIA ROAD RACE
AMA/AFM/AHRMA-West (Vintage). Sears Point Raceway, Sonoma. Info 707/938-8448 or 415/829-6091.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen ORV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Summer Series, Round 3. Perris Raceway, Perris. Info 714/261-6116 or 788-5853.
CALIFORNIA DUAL SPORT
AMA/D-37. Phantom Duck's

Sequoia Forest Tour. Kennedy Meadows. Call for directions: 818/249-2141.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592 or 415/634-3328.
CALIFORNIA MOTOCROSS
• SMX/Yamaha CAL Classic Series, Round #1. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CANADA CROSS COUNTRY
CMA Nat'l C'ship Series. Gloomy Creek, Alta. Info 416/522-5705.
CANADA MOTOCROSS
CMA 250/500 Nat'l C'ship Series. Vallee Jonction, Quebec. Info 416/522-5705.
CANADA TRIAL
CMA Nat'l C'ship Series. Victoria, B.C. Info 416/522-5705.
COLORADO ROAD RACE
MRA Series. Second Creek Raceway, Denver. Info 303/443-7446.
COLORADO TRIALS
RMTA Series #5. Mt. Tarter (Colorado Springs). Info 719/475-2018 or 841-2014.
FLORIDA MOTOCROSS
FMC Summer Olympics. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
GEORGIA MOTOCROSS
TNT Motocross, Carlton. Info 283-8737.
GEORGIA MOTOCROSS
Rough Riders MC, Rome. Info 404/234-7561 or 295-1901.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS MOTOCROSS
• Splinter Creek Dirt Riders, Inc. Fosterburg. Info 618/254-9539.
ILLINOIS MOTOCROSS
AMA/D-16 & 17. Slo-Pokes MC, Spring Grove. Info 815/675-2776.
INDIANA MOTOCROSS
Read's Racing Unlimited. Wabash Cannonball Speedway, Wabash. Info 219/594-2649 or 594-2974.
INDIANA HARE SCRAMBLES
AMA/D-15/NIHSS. Riders MC, Ligonier. Info 219/259-0103 or 831-2345.
INDIANA HARE SCRAMBLES
Haspin C'ship Series. Haspin Acres, Laurel. Info 317/827-0952.
KANSAS GRAND PRIX
KORR C'ship Series. Jeeps, Wichita. Info 316/945-8221.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Greenfield. Info 413/772-0685.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Greylock. Windsor. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN TRIALS
Michigan Ontario Trials Assn. East Side, Port Huron. Info 313/439-8123.
MISSISSIPPI MOTOCROSS
Jenkins Creek MX Park, Liberty. Info 504/748-3407.
NEBRASKA MOTOCROSS
Cornhusker MX Series. Alliance. Info 308/762-6511.
NEW YORK MOTOCROSS
WNYSC Summer Series. Silvarole's Batavia MX Park, Batavia. Info 716/272-0741 or 594-0482.
NEW YORK SPEEDWAY
Penn. vs N.Y. Team/Handicap/D-2. Victory Speedway, Victory. Info 315/471-8802.
NEW YORK HARE SCRAMBLES
NY C'ship Series. Speedsville. Info 315/682-8017.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. South Woods MX, Monticello. Info 914/794-4033 or 794-5403.
NORTH CAROLINA HARE SCRAMBLES
NC H.S. Series. Hoebag H.S., Hudson. Info 704/396-5208.
OHIO MOTOCROSS
• AMA 125/250 Pro Nat'ls. Kenworthy's GP Club, Troy. Info 513/335-4763.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO TRIALS
Trials, Inc. Observed Trials. Dayton. Info 216/327-2527.
OHIO HARE SCRAMBLES
Crossfire Racing. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
PENNSYLVANIA ENDURO
Foggy Mountain Enduro. Susquehanna Off Road Riders. Hershey. Info 717/533-4251.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Racer Productions. Brownsville Luzerne Park, Brownsville. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA HARE SCRAMBLE/MOTOCROSS
AMA/D-5/PA State HS Buddy Race & MX. Pleasure Valley Raceway, Johnstown. Info 814/539-4114 or 536-4739.
PENNSYLVANIA ENDURO
Susquehanna Off Road Riders. Blain Picnic Grounds, Blain. Info 717/755-4234.
TENNESSEE MOTOCROSS
AMA/TN C'ship Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TEXAS YSR50 ROAD RACE
Wizzar Kart Track, Carrollton. Info 214/242-6440 or 243-1400.
WASHINGTON MOTOCROSS
MXNW Super Series. Washougal MX Track, Washougal. Info 503/761-6042 or 543-6028.
WYOMING MOTOCROSS
Casper Dirt Riders. Glenrock MX Track, Glenrock. Info 307/577-5791 or 577-1267.

July 19

WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

July 20

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.
WASHINGTON MOTOCROSS
• CMC. Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/734-8295 or 733-5130.

July 21

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Fairgrounds Speedway, Auburn. Info 916/448-7557 or 487-2966.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• Animal Promotions. Ascot South Bay Stadium, Gardena. Info 213/515-5115 or 714/523-0889.
CALIFORNIA MOTOCROSS
• CMC/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot Speedway, Ascot. Info 714/261-6116 or 213/321-5323.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
ILLINOIS HALF MILE
Badger Racing Assn. Winnebago County Fairgrounds, Pecatonica. Info 414/699-3387.
INDIANA SPEEDWAY
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
IOWA SHORT TRACK
AMA Regional. Greater Iowa Racing. Independence Motor Speedway, Independence. Info 319/422-3888 or 422-3562.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA MOTOCROSS
• CMC/Nevada Event Promotions. Silver State Raceway, Carson City. Info 702/782-7903.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
• All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO SHORT TRACK
• AMA/D-11. Grand Lakes MC, Mendon. Info 419/795-4702.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, between Dallas & Ft. Worth, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
• CMC. Seattle Int'l Raceway, Seattle. Info 206/825-4502.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

July 21-23

CANADA RALLY
Canadian Vintage Motorcycle Group 8th Annual Mid-Summer Rally. Dorchester, Ontario. Info Kitchener 519/696-3452.

July 22

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Talladega MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/669-4572 or 647-5612.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA OFF ROAD SHOW
AMA/Fudpucker Racing Team. Off Road Show & start for Superstition 250 VI Pro Off Road Race. San Diego. Info 619/427-5759.
CALIFORNIA SCRAMBLES
AMA/D-37/Viewfinders MC. Dual European Scrambles. Lucerne Valley. Info 818/499-7672.
CALIFORNIA MOTOCROSS
• CMC/Supersport Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA MOTOCROSS
GFI Racing. Perris Raceway, Perris. Info 714/788-5853.
DELAWARE HALF MILE
• AMA/First State Racing. Georgetown Speedway, Georgetown. Info 302/678-2440.
DELAWARE DIRT DRAGS
Delmarva Dirt Drag C'ship Series. Seaford Speedway, Seaford. Info 302/629-6535.
DELAWARE SUPERCROSS
• Eastern Regional C'ship Series. Seaford Supercross, Seaford. Info 302/629-6535.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
KENTUCKY MOTOCROSS
Edmonston County MX, Brownsville. Info 502/286-8334.
MASSACHUSETTS JR ENDURO
NETRA C'ship Series. Tri-State Jr. Webster. Info 203/875-5757.
NEBRASKA ARENACROSS/SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717.
NEVADA MOTOCROSS
Las Vegas MC, Henderson. Info 702/365-1080.
NEW YORK SHORT TRACK
• AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK SHORT TRACK SCRAMBLES/MOTOCROSS
Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA SUPERCROSS
NAME. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsport Park, Delta. Info 419/822-3286 or 476-2312.
OHIO SUPERCROSS
• Professional SX Park, Lucasville. Info 614/259-4672.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
Crossfire Racing. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways,Inc., Oklahoma City. Info 405/485-2415.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/691-7531.
TENNESSEE SAND DRAGS
• West Tenn. Sand Drags, Inc. Friendship. Info 901/656-2320.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/428-0718.
TEXAS SHORT TRACK/STADIUMCROSS
• TDTA. Boyd Raceway, Boyd. Info 817/433-5587.

July 22-23

CALIFORNIA ROAD RACE
• ARRA Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
CANADA VINTAGE ROAD RACE
Pacific Northwest Triple Crown of Vintage RR/9th Annual Historic Racing Weekend. Vintage Racing Club of B.C. & Deers Leap Vintage MC R.R. Preservation Society. Westwood Motorsport Park, Coquitlam, B.C. Info 604/734-7476 or 929-4834.
INDIANA MOTOCROSS
Read's Racing Umlimited. Trojan Speedway, North Webster. Info 219/594-2649 or 594-2974.
NEW HAMPSHIRE RALLY
New England MC Festival. New England Dragway, Epping. Info 800/322-1263.
PENNSYLVANIA MOTOCROSS
AMA/D-6/Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180.

July 23

ALASKA MOTOCROSS
Alaska Motorcycle Racing Assn. Kincaid Park, Anchorage. Info 907/349-4254 or 345-4758.
CALIFORNIA SHORT TRACK
• R & D Ent. Hills Ferry Speedway, Newman. Info 408/449-7367.
CALIFORNIA TRIALS
PITS C'ship Series. Granite Mogul. Donner Ski Ranch. Info 209/293-4768 or 916/753-2519.
CALIFORNIA EURO SCRAMBLES
AMA/D-37/Checkers MC. European Scrambles. Lucerne Valley. Info 818/342-8688.

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Pits/Mechanic	$7.00	RACING	7:00 p.m.

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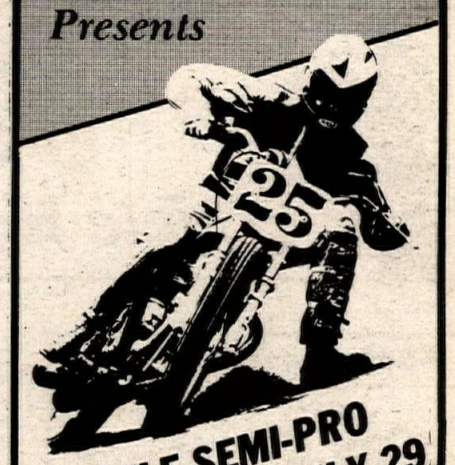
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● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC Summer Series #4. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
● SMX/Yamaha CAL Classic Series, #2. Glen Helen OHV Park, San Bernardino. Info 714/583-7486.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA ROAD RIDE
San Jose Dons. Depart from club. San Francisco MC, San Francisco. Info 415/657-2087 or 991-4170.
CANADA MOTOCROSS
CMA Nat'l C'ship Series. Baie Comeau, Quebec. Info 416/522-5705.
COLORADO TRIALS
RMTA Series. Howard Creek, Salida. Info 719/475-2018 or 841-2014.
DELAWARE SHORT TRACK
● AMA/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA MOTOCROSS
FMC Summer Olympics. Orange County Raceway, Bithlo. Info 407/351-4156 or 568-2271.
FLORIDA MOTOCROSS
AMA. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
Rough Riders Inc. Rome. Info 404/234-7561 or 295-1901.
IDAHO SUPERCROSS
● SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
MASSACHUSETTS MOTOCROSS
NETRA C'shipSeries. Tri-State, Oxford. Info 203/875-5757.
MASSACHUSETTS TRIALS
AMA/NETA C'ship Series, Round 5. King Phillip Trail Riders. Wrentham. Info 508/668-9442.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN MOTOCROSS
MRA. Wheel Wars Raceway, Harrison. Info 517/539-7308.
MICHIGAN TT SCRAMBLES
AMA/D-14/Polka Dots MC. Clubgrounds, Midland. Info 517/835-9355.
MINNESOTA ENDURO
D-23. Norsemen MC, Holyoke. Info 612/757-7833 or 824-1861.
MISSISSIPPI ENDURO
AMA/SERA/Central Mississippi Enduro Team. AMA Nat'l C'ship Series. Goodman. Info 601/547-6228.
MISSISSIPPI MOTOCROSS
Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 601/393-0742.
MISSOURI HARE SCRAMBLE
MXP. Finger Lakes State Park, Columbia. Info 314/474-2444.
NEBRASKA MOTOCROSS
Cornhusker MX Series. North Platte. Info 308/532-6660.
NEW JERSEY MOTOCROSS
AMA. Powerline Park, New Egypt. Info 201/431-2822.
NEW YORK HILLCLIMB
AMA/D-3. Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
NEW YORK MOTOCROSS
● AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK MOTOCROSS
WNYSC Summer Series. Palmyra Racing Assn., Palmyra. Info 716/624-3706.
NEW YORK SPEEDWAY
● Victory Speedway, Victory. Info 315/626-2590 or 471-8802.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. Walden Playboys MC, Wallkill. Info 914/883-6125.
NEW YORK SHORT TRACK
AMA/Electric City Riders MC. Schenectady. Info 518/399-4270 or 374-7979.
OHIO SHORT TRACK
● Mathias Raceway, New Philadelphia. Info 216/859-2408.
OHIO MOTOCROSS
AMA. Holeshot Hills MX Park, Harrison. Info 513/738-0307 or 772-2803.
OHIO MOTOCROSS
Malvern Moto Sport Park, Malvern. Info 216/567-2458.
OHIO HARE SCRAMBLE
Crossfire Racing. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OREGON ROAD RACE
OMRRA Sprints. Portland Int'l Raceway, Portland. Info 503/655-7266.
OREGON MOTOCROSS
● MXNW Super Series. Albany SX Track, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS/HARE SCRAMBLES
AMA/D-5. Pleasure Valley Raceway, Johnstown. Info 814/539-4114 or 536-4739.
TENNESSEE VINTAGE MX
Mega Series Round #7. Show & Vintage MX. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS MOTOCROSS
TMC/Kent Howerton MX Series. Goodtimes MX Park, San Antonio. Info 512/674-9422. CANCELED
TEXAS MOTOCROSS
● Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
● Skeeter MX, Alvin. Info 409/925-4232.
UTAH ROAD RACE
Utah Sport Bike Road Race Series. Bonneville Raceway, Salt Lake City. Info 801/546-0216 or 582-1175.
VERMONT MOTOCROSS
VT MX Assn. Berkshire. Info 802/933-2022.
WASHINGTON HALF MILE
● Mt. St. Helens MC. S.W. Washington Fairgrounds, Chehalis. Info 206/274-4346 or 264-2144.

July 26

WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

July 27

OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.
WASHINGTON MOTOCROSS
● CMC. Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/734-8295 or 733-5130.

July 28

CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
● AMA. Gold Country Fairgrounds Speedway, Auburn. Info 916/448-7557 or 487-2966.
CALIFORNIA MOTOCROSS
● CMC/Agajanian Enterprises. Ascot Raceway, Ascot. Info 714/261-6116 or 213/321-5323.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
● Animal Promotions. Ascot South Bay Stadium, Gardena. Info 213/515-5115 or 714/523-0889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA SHORT TRACK
● BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
DELAWARE SHORT TRACK/SUPERCROSS
● Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Spercross, Calhoun. Info 404/625-5328 or 629-4114.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceville. Info 513/662-7759 or 812/537-5299.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEVADA MOTOCROSS
● CMC. Nevada Event Promotions. Silver State Raceway, Carson City. Info 702/782-7903.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OKLAHOMA SHORT TRACK
● Miller Mid-America C'ship. Creek County Speedway, Sapulpa. Info 918/838-3777.
PENNSYLVANIA SPRINTS
Busch Micro Sprints. Trail-Way Speeday, Hanover. Info 717/359-4310.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
● CMC. Seattle Int'l Raceway, Seattle. Info 206/825-4502.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

July 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/669-4572 or 647-4512.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● CMC/Supersport Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA MOTOCROSS
GFI Racing. Perris Raceway, Perris. Info 714/788-5853.
CANADA SPEEDWAY
CMA Nat'l C'ship Series. Welland, Ontario. Info 416/522-5705.
FLORIDA MOTOCROSS
FMC Summer Olympics. Zuber MX, Zuber. Info 904/867-1340 or 622-9400.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
INDIANA MOTOCROSS
Warrick Co. 4-H/Cycle Works. Warrick County 4-H Center, Boonville. Info 812/897-3800.
INDIANA MOTOCROSS
Read's Racing Unlimited. Baer Field Raceway, Fort Wayne. Info 219/594-2649 or 594-2974.
INDIANA HALF MILE
AMA/Iron Horsemen of Goshen. Elkhart County Fairgrounds, Goshen. Info 219/674-8061 or 293-3398.
IOWA HALF MILE
● AMA/Badger Racing Assn. Henry County Fairgrounds, Mt. Pleasant. Info 414/699-3387.
KENTUCKY MOTOCROSS
AMA/Summer #3. Lakeland MX Track, Trigg Co. Recreation Complex, Cadiz. Info 502/522-6389.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334 or 879-8114.
NEBRASKA SHORT TRACK/ARENACROSS
Kam Raceway, Hastings. Info 402/463-4717.
NEW YORK SHORT TRACK/SCRAMBLES/MOTOCROSS
NYDTA Series. Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA MOTOCROSS
Benefit Race. Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/822-3286 or 476-2312.
OHIO MOTOCROSS
AMA. Honda Hills, Thornville. Inbfo 614/228-6960 or 323-3766.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/485-2415.
SOUTH CAROLINA MOTOCROSS
Secession MX, Anderson. Info 803/296-5983.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/691-7531.
TENNESSEE MOTOCROSS
● Carthage MX Raceway, Carthsage. info 615/735-2966 or 735-9319.
TEXAS SHORT TRACK/STADIUMCROSS
● TDTA. Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON HALF MILE
● AMA/Mt. St. Helens MC. Chehalis Fairgrounds, Chehalis. Info 206/274-4346 or 264-2144.
WYOMING SHORT TRACK
Casper Speedway, Casper. Info 307/577-5791 or 265-5719.

July 29-30

CANADA ROAD RACE
RACE Nat'l C'ship Series. Shannonville Motorsport Park, Shannonville, Ontario. Info 416/862-8821.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MICHIGAN TRIALS
MOTA Series. Slow Pokes MC, Port huron. Info 313/439-8123.
NEVADA SHORT TRACK/TT
NNATV. Churchill County Fairgrounds, Fallon. Info 916/331-3237 or 702/867-3430.
OHIO SHORT TRACK
Deerfield Speedway, Deerfield. Info 216/584-9583.
OKLAHOMA ROAD RACE
AMA/CCS South Central Region. Hallett Road Race Club, Hallett. Info 405/789-7145.
PENNSYLVANIA SHORT TRACK
Toyota ST C'ship Series. Trail-Way Speedway, Hanover. Info 717/359-4310.

July 30

ALABAMA HARE SCRAMBLE
Perry Mountain MC Team H.S. Reynolds Pasture, Maplesville. Info 205/872-0619 or 872-4286.
ALASKA MOTOCROSS
Alaska State C'ship Series. Goose Island Raceway, Fairbanks. Info 907/349-4254 or 345-4758.
ARIZONA MOTOCROSS
● AMXA Series. Thunder Valley Sports Park, Mayer. Info 602/993-4954 or 228-3220.
CALIFORNIA MOTOCROSS
● CMC Summer Series #5. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
● CRC. DeAnza Cycle Park, Sunnymead. Info 805/272-8889.
CALIFORNIA GRAND PRIX
Barbenders West MC. Glen Helen ORV Park, San Bernardino. Info 818/989-7808.
CALIFORNIA GRAND PRIX
MDA Benefit. SRA/Hermosa Beach Jaycees. Carlsbad Raceway, Carlsbad. Info 213/372-8145.
CANADA HARE SCRAMBLES
CMA Nat'l C'ship Series. Kamloops, B.C. Info 416/522-5705.
CANADA ROAD RACE
Westwood MC. Vancouver, B.C. Info 604/421-2474 or 876-3009.
COLORADO ROAD RACE
MRRA Series. Mountainview Motosport Park, Longmont. Info 303/443-7446.
DELAWARE MOTOCROSS
● AMA/D-7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
GEORGIA MOTOCROSS
Rough Riders Inc., Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
TNT Motocross, Carlton. Info 404/283-8737.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
INDIANA HARE SCRAMBLES
D-15 & 17. Salt Fork Dirt Riders, Eugene. Info 219/259-0103 or 217/443-1110.
INDIANA MOTOCROSS
● AMA. Knobby Hill MX, Hortonville. Info 317/758-6200.
KANSAS MOTOCROSS
● KORR C'ship Series. Sprockets, River. Info 316/945-8221.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Motocross 338, Southwick. Info 413/772-0685.
MICHIGAN MOTOCROSS
D-14. Iron Mustangs Acres, Brighton. Info 313/229-9719.
MICHIGAN HARE SCRAMBLE
AMA/D-14/Valley Trail Riders MC. Clubgrounds, Bentley. Info 517/687-5903.
MICHIGAN MOTOCROSS
MRA Series. Log Road TNT, Coldwater. Info 517/522-4380.
MINNESOTA ENDURO
D-23. Norsemen MC, Akeley. Info 612/757-7833 or 824-1861.
MONTANA TRIALS
WMTA/5th Annual Cooke City Challenge Cup. Info 406/838-2330 or 307/358-5423.
NEVADA HARE & HOUND
AMA Nat'l C'ship Series/USRA. The Croak of Doom H & H, Wells. Info 208/726-7454.
NEW JERSEY MOTOCROSS
● AMA. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK MOTOCROSS
WNYSC Series. Hunt Racing, Hunt. Info 716/476-2697.
NEW YORK MOTOCROSS
AMA/D-3. Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
NEW YORK HARE SCRAMBLES
AMA/New York HS Series. Awaga Riders. Newark Valley. Info 315/682-8017 or 607/862-9639.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Catra I. Fishouse. Info 203/875-5757.
NEW YORK SPEEDWAY
King of the Hill Shoot-Out. Victory Speedway, Victory. Info 315/626-2590 or 471-8802.
NORTH CAROLINA MOTOCROSS
NAME Series. Rolling Hills Park, Reidsville. Info 919/342-4492.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO MOTOCROSS
● AMA/D-11. Dirt Country MX Park, Blanchester. Info 315/625-9987 or 791-8970.
OHIO SHORT TRACK
● Deerfield Speedway, Deerfield. Info 216/654-4723.
OHIO TRIALS
Trials, Inc. Observed Trials. Ashtabula. Info 412/927-6468.
OHIO POKER RUN
Mansfield MC, Mansfield. Info 419/524-1347.
PENNSYLVANIA MOTOCROSS
AMA/D-5. The Challenger, Homer City. Info 412/726-5494.
VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club. City Reservoir, Masrtinsville. Info 703/647-7621 or 632-1161.
WASHINGTON ROAD RACE
WMRRA. Seattle Int'l Raceway, Seattle. Info 206/263-3597.
WASHINGTON GRAND PRIX
● CMC/Clicker Racing. Thurston County ORV Park, Olympia. Info 206/246-8484.

July 31-Aug. 6

OKLAHOMA MOTOCROSS
NMA Grand Nat'l C'ship. Ponca City. Info 213/868-8112.

August 1

ILLINOIS SHORT TRACK
Belleville Enduro Team, Inc. St. Clair County Fairgrounds, Belleville. Info 618/277-DIRT.

August 2

WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

August 3

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

August 4

ALASKA MOTOCROSS
SMRA C'ship Series. Alpine Raceway, Sutton. Info 907/349-4254 or 345-4758.
CALIFORNIA MOTOCROSS
● CMC/Agajanian Enterprises. Ascot Raceway Park, Gardena. Info 714/261-6116 or 213/321-5323.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
● CMC/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE SHORT TRACK/SUPERCROSS
● Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
ILLINOIS SHORT TRACK
● AMA/Badger Racing Assn. Winnebago County Fairgrounds, Pecatonica. Info 414/699-3387.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759 or 812/537-5299.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
● All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

August 4-5

NEW YORK DRAGS
● Drabike! Nat'l C'ship Series. Summer Cyclenationals. Lebanon Valley Dragway, W. Lebanon, Albany. Info 315/735-1661.

August 4-6

INDIANA MOTOCROSS
Read's Racing Unlimited, Inc. Trojan Speedway, N. Webster. Info 219/594-2649 or 594-2974.
OHIO ROAD RACE
AHRMA. Historic Cup Road Race Series. Mid-Ohio Motor Speedway, Lexington. Info 419/253-4442.

August 5

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA MOTOCROSS
GFI Racing. Perris Raceway, Peris. Info 714/788-5853.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● CMC/Supersport Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA SPEEDWAY
● AMA Nat'l C'ship Series. Gold Country Fairgrounds Speedway, Auburn. Info916/448-7557 or 487-2966.
CALIFORNIA SHORT TRACK
● AMA/D-36/Stockton MC. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA DESERT RACE
AMA/Fudpucker Racing Team. FRT Superstition 250 VI. Ancient Dry Lake Bed, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● Ventura Raceway, Oxnard. Info 805/656-1122.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727.
CANADA HALF MILE
CMA Nat'l C'ship Series. Trois Rivieres, Quebec. Info 416/522-5705.
CONNECTICUT JR ENDURO
NETRA C'ship Series. Thomaston Dam Jr Enduro. Thomaston. Info 203/875-5757.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334.
MINNESOTA SHORT TRACK/SUPERCROSS
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEBRASKA SHORT TRACK/ARENACROSS
Kam Raceway, Hastings. Info 402/463-4717.
NEW YORK SHORT TRACK/SCRAMBLES/MOTOCROSS
Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA SUPERCROSS
NAME. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA DRAGS
SCRA. Farmington Dragway, Farmington. Info 919/697-7690.
OHIO MOTOCROSS
● AMA/D-11. Dirt Country MX Park, Blanchesdter. Info 513/625-9987 or 791-8970.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code)

for more information: _____

Your name: _____

RESULTS

Short Track
J.C. "Pappy" Hoel Memorial ST
Sturgis, SD
June 3-4
By Susan Leuthold

SATURDAY
MINI
Jesse Blakeman Kaw
Jacob Latimer Kaw
250 PRO
Robbie Soat Kaw
Daniel Larive Yam
500 PRO AM
Terry Ryner H-D
Robbie Soat Hon
Frank Latimer Hon
OPEN PRO
Blake Ehrich Rtx
Corey Brink Rtx
Jerry Marrs Hon
Tim Spires Hon
Jeff Dietz H-D
MOD MX
Clinton Overman Yam
Wayne Bertsch Yam
Al Hermanson Yam
John McClelland Yam
Mark Braun Hon
VINT
Steve Litebolt Yam
Jamie Vaollmer Yam
Dick Towne PDV
Ken Hargen BSA
SUNDAY
MINI
Jesse Blakeman Kaw
Brandon Vilton Hon
125 AM
Jason Brink Yam
Mark Braun Hon
250 PRO
Robbie Soat Kaw
Clint Overman Yam
Tim Smith Yam
500 PRO AM
Terry Ryner H-D
Robbie Soat Hon
Tim Smith Yam
OPEN PRO
Corey Brink Rtx
Blake Ehrich Rtx
Tim Spires Hon
Jeff Dietz H-D
Jerry Marrs Hon
MOD MX
Clint Overman Yam
Al Hermanson Yam
John McClelland Yam
Wayne Bertsch Yam
Greg Hultoman Yam
VINT
Steve Litebolt Yam
Dennis Bernal Yam
Bob King H-D
Jamie Vollmer Yam
Martin Beug Duc

Hare Scrambles
SATRA/Frozen Ocean MX Park
Owasco, NY
June 4
By John Craner

200 NOV
Tim Wiestnek Hon
Pat Calhoun Kaw
Jim Winder Hon
Steve Oechsle Kaw
Greg Passmore Hon
OPEN NOV
Greg Shuman Kaw
David Ackler Yam
Robert Welch KTM
Chris Green Hon
250 NOV
Brian Ward Hon
Bill Wade Yam
Frank Spitalnik Kaw
James Warden Suz
Ashley Steele ATK
0-200 AM
Tom Burghdurf Kaw
David McCall Yam
Mike Micucci Kaw
Bill Addy Kaw
250 AM
Jeff Stiles Kaw
Mike Orr Suz
Robert Price Kaw
Jeff Congden C-A
Neil Kinsley Suz
MINI
Richie Daly Suz
PJ Peculio Kaw
EX
Steve Hatch Suz
Ray Davis Kaw
Rich Daly Hon
SR B
John Dechsle Hon
Wartren Primmar Hon
SR A
Alan Desrosiers Suz
OPEN AM
Art Trombley Hon
Jim Congden KTM

Drags
Harley Homecoming
Great Lakes Dragaway
Union Grove, WI
June 10-11

T/F
Gary Gilmore H-D
Larry Stanley H-D
A/F
Sonny Michalowski H-D
Allen Peterson H-D
B/F
Dale Nungesser H-D
Bobby Cragin H-D
T/G
Gary Sinks H-D
David Williams H-D
P/S
Rich Gress H-D
Lori Volmert H-D
S/FL
John Irvin H-D
Mark McGrath H-D
EV/FL
Randy Lienemann H-D
S/XL
Kevin Johnson H-D
Lloyd Nielsen H-D
EV/XL
Randy Rule H-D
Doug Kaempfer H-D
M/FL
Bob Hemings H-D
Pam Cummings H-D
SM/FL
Alan Woolf H-D
Marley Slabaugh H-D
SS/FL
Bruce Long H-D
Mac Davison H-D
M/XL
Gary Milligan H-D
Cary Wardenburg H-D
SM/XL
Fred Hall H-D
Randy Baker H-D
SS/XL
Jim Foust H-D
Ed Winkler H-D
H/S
Gene Ryan H-D
Bob Ashley H-D
"D"
Tony Reagin H-D
George Farrell H-D
"T"
Jim Cooley H-D
Billy Lockhart H-D

Motocross
AMA/PRRA Pro-Amateur Day
Hollister, CA
June 17
By Maria Werth

125 JR
Dave Kopels Hon
Scott Stone Kaw
Tyler Hummel Suz
Matt King Kaw
Paul Epley Kaw
125 INT
Andy Grider Hon
John King Hon
125 PRO
Eric Pucelik Hon
David Germain Hon
Rob Richards Hon
Joey Rodriguez Hon
Kevin Rockwell Hon
500 BEG
Gary Bernal Hon
Ron Azbell Hon
Mike Mang Kaw
Brian Hoskin Kaw
Gary Donner KTM
500 JR
Dave Kopels Kaw
Dave Matheson Hon
Patrick McDaniel Yam
Mark Hitechew KTM
John Yacek Kaw
125 BEG
Ray McLaughlin Hon
Greg Norman Hon
Matt Lorenzo Kaw
Jason Chisum Kaw
Darren Clifford Suz
VET INT
Jonathan Schloer Hon
Tom Ross Hon
VET MSTR
Rick Long Yam
Dennis Lau Yam
John Sabto Suz
VET JR
Steve Randazzo Hon
David Schumaker Yam
Ed Sims Hon
John Traverso Hon
Fred Little Kaw
250 INT
Andy Grider Kaw
Scott Takacs Suz
Patrick Markham ATK
MINI BEG
Jerome Lau Yam
Michael Negron Suz
Eddie Benson Kaw
Jason Vencent Hon
Brian Cruz Kaw
MINI JR
Aaron Cantrelle Kaw
Jake Wikoff Hon
250 BEG
Erik Noren Hon
Craig Bunyuard Hon
John DeMaggio Hon
Mark Stepovich Kaw
Mike Munyard Yam
250 PRO
Eric Pucelik Hon
500 PRO
Jeff Scott Kaw
250 JR
Paul Dogan Hon
Michael Beck Yam
Mike Morgan Hon
Arthur Beverleigh Kaw
Alex Chellew Yam

Motocross
Los Angeles OT MX Association
Mammoth Lakes, CA
June 17-18

OTMX MSTR
Paul Bostrom
Ken Ratzloff
Tom White
Alan Olson
Russ Powell
OTMX MSTR SR
Bob Millner
Philip Frisbie
Ron Way
Marvin Olson
Jim Saitone
OTMX EX
Van DePiero
Tim Dailey
Wayne Cornelius
Dave Davidsdon
Geoffrey Fox
OTMX EX SR
Max Goode
Tony Jim Armada
Fred Sessions
Jack Allen
Hal Grady
OTMX AM
Glen King
David Simmons
Dennis David
Gene Dempsey
Bill Freidling
OTMX AM SR
Tom Murphy
Erv Rifenburg
Tom Widick
Ton Clowson
Sam English
OTMX NOV
Sam Dempsey
Fred Kalmich
Bob Briner
Les Oldenbrook
Mack Wilson
OTMX NOV SR
Arnie Adkison
Connie Holt
Don McKenzie
Bruce Cornell
Marsh Runyon
OTHG EX
Greg Winters
Mark White
Steve Rawson
Shawn Hibarger
Neil Christman
OTHG INT
Walt Olson
Randy Fielding
Bob Clark
Randy LKlassen
John Hard
OTHG NOV
Craig Wear
John Churilla
Wayne Campbell
Alan Kuffel
Jon Marshall
OTHG BEG
Britt Wuest
Hal Wilday
Mike Ryan
Jim Vandivier
Steve Nilles

Motocross
I-40 Race Park
Lenoir City, TN
June 24
By Lorene Sharp

50 AUTO
Dusty Tindell Yam
Damian Headrick Yam
David Spoon Yam
Robert Shannon Yam
Ricky Irwin Hon
60
Byron Robinette Kaw
Jon Boruff Kaw
80 JR
Jason McCall Kaw
125 B
Asa Hairston Hon
125 C
Sam Stewart Hon
Chad Iturbe Hon
Clint Pilgrim Hon
Steve Wilson Yam
250 B
Billy Adkins Hon
Ray Boruff Suz
OPEN
Mark Wallace Hon
Bob Shannon Kaw
25+
Charles Headrick Hon
Rodney Williams Hon
Steve Margle Suz
Randy Mullins Kaw
Larry Baker Suz
30+
Eddie Sharp Hon
Steve Margle Suz
Rick Wallace Hon
ENDR
Robert Pelfrey Kaw
Kelly McCracken Hon
Robin Giles Kaw

Short Track
Electric City Riders Motorcycle Club
Schenectady, NY
June 25
By Larry Dagostino

MINI 50
Tracy Edwards Yam
Robert Roosa Yam
Kegan McGurk Hon
Bradley Johnson Yam
MINI 60
Aaron Creamer Kaw
MINI 80
Kenneth Coolbeth Yam
Aaron Creamer Yam
Jason Fuller Kaw
Jarvis Hoag Hon
SR B
Robert Durand Hon
Edgar Nelson Hon
William Warford Yam
David Gamble Kaw
Michael Saglimbeni Yam
SR A
Jay Skidmore Rtx
Mark Korytkowski Yam
John Hildebrand Rtx
Gary Deel Hon
Norman Laviolette Kaw
125 AM
Kenneth Coolbeth, Jr
Stan Nittiskie Hon
Joe Meier Hon
125 EX
Kenny Dahlin Hon
Stephen Aldi Yam
250 AM
Dan Ansell Kaw
Rob Gette Suz
William Warford Yam
Robert Durand Hon
Joe Meier Hon
250 EX
Jay Skidmore Hon
Kenny Dahlin Hon
Shayne Steinauer Kaw
Cliff Steinauer Kaw
OPEN AM
Robert Koosa Rtx
Rob Gette Rtx
Joseph Gould Hon
OPEN EX
Jay Skidmore Rtx
Lou DeLousia Hon
Kenny Dahlin Hon
Tony Anderson H-D
Rob Bibbins H-D

Motocross
Cedar Lake MX Park
Byhalia, MS
June 25
By Tammy Clifton

80 JR
Brad Mayfield Hon
Bradley Ballentine Kaw
Brian Lincoln Yam
80 SR
Steve Nelson Kaw
Scott Walters Kaw
Kevin Knight Hon
Chad Mayfield Hon
125 BEG
Greg McElhannon Hon
Kevin Bynum Hon
Robert Davis Hon
Tim Sanders
Kevin Knight Hon
125 NOV
Joe Spencer Hon
David Garner Hon
Scott Clifton Kaw
Keith Davis Yam
Benny Richards Hon
125 INT
Cary Morris Hon
Jason Smith Hon
Jay Brasfield Hon
Chris Crider Szu
Donny Walters Kaw
125 EX
Tom Sawyer Suz
250 C
Joe Spencer Hon
David Garner Hon
Scott Clifton Kaw
Roger Walker Suz
Shawn Mugueley Suz
OPEN
Fletcher Lambert Hus
Eric Jordan Hus
John Wilder KTM
Steve Childress Suz
250 INT
Cary Morris Hon
Ben Hong Hon
Jason Smith Hon
Brooks Molcomb KTM
Todd Mellott
SR
Brooks Molcomb KTM
Gaylon Bennett Hon
John Wilder KTM
James Moosebight Suz
TR/ENDR
Thomas Carter Hon
Joe Beemer Hon

Hare Scrambles
Salem M.C.
Salem, OH
June 25
By M.L. Miller

0/A
Jeff Bonasera Yam
JR MINI
David Toot Yam
Chad Watt Hon
Brandon Gallite Kaw
SR MINI
Brent Adel Suz
Paul Wright Kaw
Vince Karnow
Frank Sudal Suz
Scott Laner Hon
125
John Janci Yam
Dan Frkuska Kaw
Chad Coon KTM
Craig Herman Hon
John Baum KTM
200
Craig Betz Yam
Doinald Bigley Yam
Dan Bigley Kaw
David Ulizio Kaw
Randy Calhoun Kaw
250
Ken Karnow Hon
Tom Hudak Sr. Suz
Mark Pahanish Kaw
Tom Hudak Jr. Hus
Ray Vargasoto Hon
OPEN
Flip Jendre KTM
Craig Coon KTM
Mark Sherwood KTM
Gary Vallish Hon
Lou Giovanini Hon
WDSMN
Tim Strickland Hon
Derek Musgrove KTM
James Maddern Yam
Vinee Cybulski Yam
louis Hamor Kaw
SR I
John Gallagher KTM
Al Chuppa Hon
Dan Morgann Cag
Bud Wyatt Kaw
James Stanley Hon
SR II
Don Stanley KTM
Eugene Huffman KTM
Herb Leppelmeier KTM
Gary Mardis Hon
Tom Mey Hus

Motocross
Antietam M.C.
Hagerstown, MD
June 25
By H.E. DeLauder

125 A
Todd Wolfe Suz
Keith Banta Suz
Ted Orr Yam
Donnie Andrews Kaw
Chris Gavlak Kaw
125 B
Garry Shipley Suz
Brian MacMillan Kaw
David Seiders Yam
Steve Franek Hon
Jess VanMeter Yam
125 C D-1
Jeff McKenzie Suz
Sean Hackley Yam
Gary Oliver Kaw
Brian Link Suz
Sean Foley Hon
125 C D-2
Ross Bartlett Yam
Todd Geesey Hon
Jason Marshall Yam
Brian Hayden Yam
Kevin Lint Suz
250 A
Todd Wolfe Suz
Mick Pentoney Suz
Tim Bemisderfer Yam
Jim Triantis Hon
Keith Banta Suz
250 B
Doug Poe Kaw
Walter Humphreys Yam
Scott McGill Hon
Kwesi Little Kaw
David Dixon Kaw
250 C D-1
Ted Crayton Hon
Tony Kaliontgis Hon
Gary Llommedieu Yam
Mike Huntt Hon
250 C D-2
David Bowman Yam
Ron Walk KTM
Brian Hayden Yam
Jon Dodd Hon
Mark Palumbo Hon
OPEN A
Tim Schmelyan Kaw
Ted Orr Hon
Eric VonSchwerdtner Hon
Joe Marini Hon
OPEN B
Tom Crayton Hon
Jim Travis Hon
Richard Cashman Hon
Mike Huntt Hon
Mark Young Hon
25+
Tim Schmelyun Kaw
Andy Delauder Yam
Dan Sheffer Kaw
Hastings Foote
Tom Crayton Hon
SR
Eric VonSchwerdtner Hon
Keith Opeka Kaw
Ray McClarren Yam
Robert McNeel Suz
Adam Polikoff Hon
S/SR
Clayton Beegle Hon
Fred Rathert KTM
Don Mathias Suz
Bart Johnson Hon
80 (12-13 YRS)
Jason Conlon Hon
Jason Galbraith Kaw
Robert Hummer III Hon
Steven Milligan Hon
Jason Lint Suz
80 (14-15 YRS)
Jon Zonin Suz
Eric Eisenhardt Suz
80 (7-11 YRS)
Cecil Williams Yam
Joshua Demuth Kaw
Michael Shockey Yam
Mike Loper Suz
60
Joshua Demuth Kaw
Todd Stevens Kaw
50
Eric Poe Yam

Motocross
N.E.S.C.
Central Village, CT
June 25
By Andy Calisewski

125 NOV
Brian Gaboruy Hon
Richard Morin Kaw
Scott Spewock Hon
Jason Graves Kaw
Jason Labella Kaw
250 NOV
Paul Hotkowski Yam
John Regina Hon
Marc Paulhus Suz
Bob Riek Kaw
Joe Defilippi Kaw
OPEN NOV
Paul Czarnota Hon
Bob Marsden Kaw
Bob Collins Kaw
David Zukowski Suz
Richard Tischner Hon
VET (30-34)
Don Grahn Suz
Art Trahan Hon
Richard Crooker Yam
John Hall Hon
Tim Thmson Yam
SR VET (35 & UP)
David Clemence Hon
Ron Vincent Yam
Bob Swatik Hon
Jim Simone Kaw
Gary Mikalson Hon
BEG
Brian Hawkins Suz
Jason Thomas Yam
Ed Lyons Suz
Roman Garbicik Hon
Kevin Harrington Suz
85 JR
Bob Busa Hon
Adam Dupont Suz
Jeff Debellis Suz
Mike Perron Kaw
Ted Serpa Kaw
85 SR
Dan Boone Jr. Kaw
JohnBarone Jr. Hon
125 BEG
Jim Thoma Hon
Adam Barton Hon
Sean Matthews Suz
Eric Soucy Suz
Dustin Schaller Kaw
125 JR
Ron Tipple Hon
Del Currier Hon
Jeff Carmignani Kaw
Richard Morin Kaw
Randy Roabre Kaw
125 SR
Tony Lorusso Yam
Keith Goyette Yam
Rob Keller Kaw
Dan Boone Jr. Kaw
Trevor Lewis Yam
125 AM
Tony Lorusso Yam
Scott Carter Suz
Mark Robderick Hon
Keith Goyette Yam
Chris Anzelmo Kaw
250/OPEN AM
Scott Carter Suz
Greg Mercure Yam
Joe Kazmir Sduz
Rory Eastman Kaw
David Vallee Kaw
125 EX
Doug Henry Yam
Rich Ovesny Kaw
Gary Lussier Kaw
Paul Goyette Yam
Richard Finney Kaw
250 OPEN EX
John Dowd Suz
Doug Henry Yam
Pat Barton Hon
Randy McCann Kaw
Ted Blackman Suz

Motocross
New England Minicycle Assoc.
Middleboro, MA
June 25
By Wess McCabe

MINI
Aaron Preble Yam
Matt Quint Yam
Mark Chartier Yam
Shawn Lavoie Yam
Joseph Gentile Yam
60 MINI NOV
Joshua Bailey Kaw
Josh Trahan Kaw
Laurence Leavtt Kaw
Zeb Clough Kaw
Chris Quint Kaw
80
David Pichette Kaw
Gerald Lashway Kaw
Eric Paradis Kaw
Matt Rezzuti Kaw
Joshua Fowler Kaw
60 JR
Ryan Erickson Kaw
Jon Basharache Kaw
Josh Fowler Kaw
60 ADV
Erick Moulten Kaw
David Pichette Kaw
80 (12-13) NOV
Eric Telford Kaw
Brian Helms Kaw
Nathan Maslowski Kaw
Pete Rivard Kaw
80 (14-16) NOV
Scott Wilson Kaw
Nick Larson Kaw
Eric Vencequere Kaw
Kevin Goulet Hon
Maney Lopes Hon
80 JR (12-13)
Patrik Outericky Kaw
Mike Paradise Kaw
Jeremy Anitonuk Kaw
Bryan Larson Kaw
Corey Cataleamo Yam
80 ADV (12-13)
Ryan Kaichen Kaw
Aaron Trahan Suz
David Souza Hon
80 (14-16) JR
Craig Douglas Kaw
David Menard Suz
Don Reed Kaw
Jack Rock Kaw
George Abvrams Suz
80 (14-16) ADV
Brett Nichols Suz
Brian Austin Suz
John Ruddy Kaw
Brian Gingras Kaw
Cindy Cole Yam
105 OPEN
John Ruddy Kaw
T. Ryan Kaichen Kaw
Pete Oknos Kaw
Brett Nichols Suz
Cindy Cole Yam
125 NOV
BVryan McKenna Hon
Jacob Thompson Hon
David Pinet Kaw
Jason Maslowski Kaw
Steven Rose Hon
125 JR
Jason Steiner Kaw
Treff Moulton Hon
Stephen McCabe Hon
Brian Murray Kaw
Rob Barnes Kaw
125 ADV
Jon Davie Hon
Pete Jakiel Kaw
125 OPEN
Todd Amaral Hon
Troy Wroblicki Kaw
Jason Steiner Kaw
Jon Davie Hon
Stephen McCabe Hon

Motocross
Mosier Valley Motocross Park
Euless, TX
June 30

50
Matt Davis IJ
Justin Bates Yam
Ryan David Rhoades Yam
Josh Wartchow Hon
Jon Kendall Yam
60
Joe McIntyre Kaw
Aaron Selden Kaw
Bear Spencer Kaw
Cody Robison Kaw
Justin Pratt Kaw
80 BEG
Andy Golden Kaw
Casey Cheatham Kaw
Michael Boliver Kaw
Joe Gurley Hon
Todd Moiles Kaw
80 NOV
Joey Pratt Kaw
Chris Daubitz Kaw
Chris Young Kaw
J J Spencer Kaw
Matt Goleman Suz
80 OPEN
Joe Gurley Hon
Mike Boliver Kaw
Jason York Suz
125 BEG
John Richardson Yam
Jon Calame Kaw
Adam McNeely Hon
John Swanner Yam
Mee Sung Gilette Suz
125 NOV
Doug Gill Hon
Larry Massey Yam
Mark Huff Kaw
Chris Berry Kaw
Jud Cary Hon
250 BEG
Tracy Hayes Hon
Allen Davis Yam
Jack Spaulding Kaw
Chad Crawford Hon
Scott Zahner Kaw
250 NOV
Jim Morris Yam
Vince Haisler Kaw
Raymond Otten Hon
Phil Plymale
Ronald Hendrix Yam
OPEN NOV
Pat Koch Hon
Jeff Douglas KTM
Steve Jones Kaw
Ricky Speegle Hon
Richard Hempe Yam
COMB INT
Jeff Talley Kaw
Scott Moran Hon
Todd Bates Yam
Kent Elliff Hon
Dennis McCoy Yam
125 BEG OVER 21
Bobby Brewer Yam
Todd Webster Suz
Phil Dozier Suz
Wilson Whitt Kaw
Barry Boyd Yam
250 BEG OVER 21
John Gandy Hon
Glen Ritchey Kaw
James Narey Kaw
Clay Jarvis Hon
James Hughes Yam
OVER 25
Mark Lamb Hon
Steve Reavis Kaw
Russell Fagan Hon
Mike Dozier Yam
Glen Walker Yam
OVER 30
Ben Carter Kaw
Hazen Smith Hon
Jeff Haney Hon
Steve Rich Yam
JOVER 30 EX
Chuck Tresidder Hon
Kevin Stillwell Kaw
Raymond Otten Hon
Gordon Rich Kaw
Rick Curtis Hon
COMB EX
Terry Tinney Kaw
Clay Hoenshell Suz
David Widmer Suz
Chuck Tressider Hon

Motocross
Motocross Northwest
Albany Supercross
Albany, OR
July 2
By Marcia Washburn

50
Todd Dowty Yam
Ryan Coleman Yam
Isaac Dawson Yam
60 (6-8)
Michael Smith Kaw
Mack Landreth Hon
Eric Williams Kaw
60 (9-11)
Jessy Williams Kaw
Robert Holtgrew Kaw
Matt Williams Kaw
80 INT
Travis Berry Kaw
80 JR
Monty Harris Hon
Christopher Williams Kaw
Mitch Hansen
80 BEG
Mike Ulven Kaw
Trona Free Kaw
Doug McKuhn Kaw
125 PRO
Jeff Daily Yam
David Browning Yam
125 INT
Chad Berry Yam
Rian Gant Suz
Todd Burchett Yam
125 JR
Ken Bellmore Hon
Richard Postma Kaw
Brian Hoefer Kaw
125 BEG
Ryan Leach Cag
Mike Akin Suz
Chris Seber Kaw
250 PRO
Gary Beyer Hon
Jeff Daily Yam
Dan Moore Kaw
250 INT
Terry Hamness Hon
Todd Burchett Yam
250 JR
Roby Leach Cag
Rod Distefano Hon
Matthew Gable Hon
250 BEG
Scott Kelly Yam
Kent Ridgley Kaw
Fred Hadu Kaw
OPEN PRO
Ron Westlake Kaw
OPEN INT
Steve Evensen Hon
OPEN JR
Mike Whalen Kaw
Doug MacDuffee Kaw
Jim Kasper Kaw
OPEN BEG
Ty Repman Hon
Martin Nauman Hon
Mike Childers Yam
UTH
Steve Smith Suz
Ron Westlake Kaw
Mike Kates Hon
OTH A
Mike Perry Suz
OTH B
Gary Bault Hon
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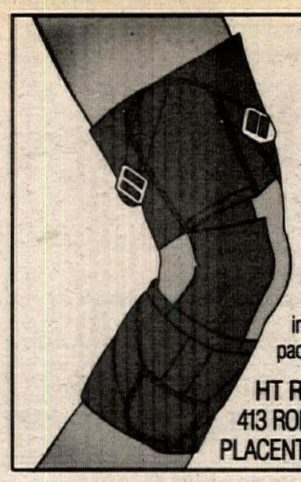

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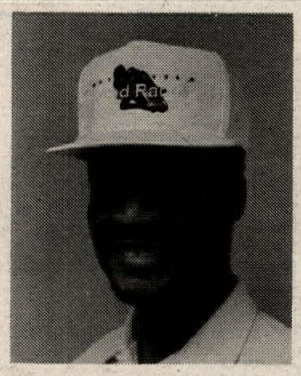

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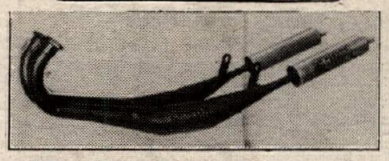

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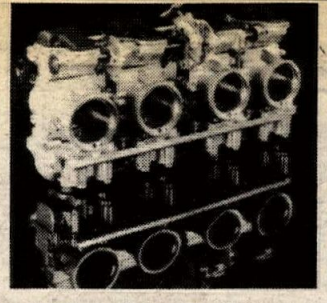

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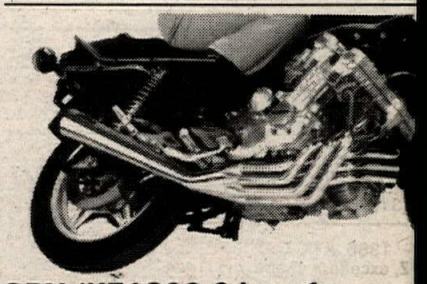

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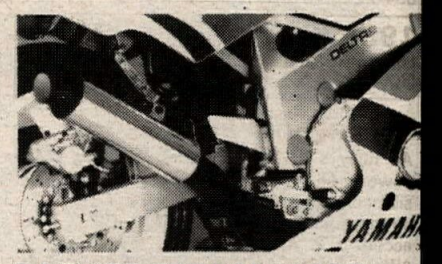

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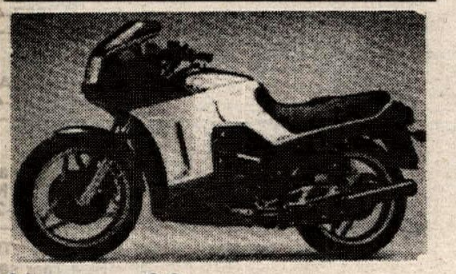

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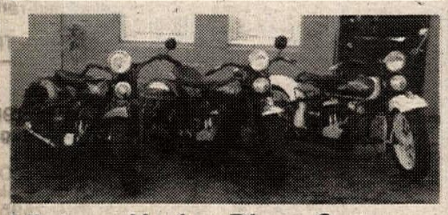

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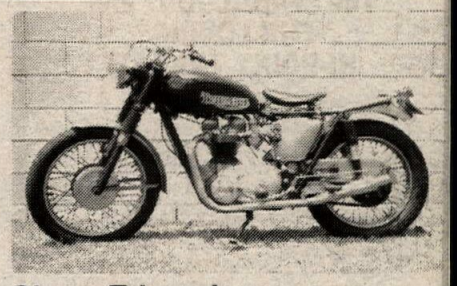

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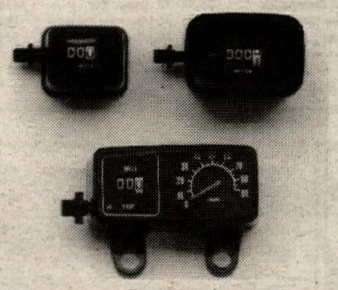

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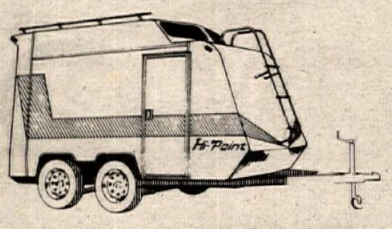

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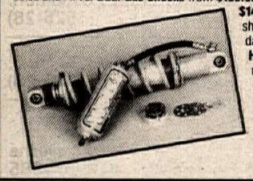

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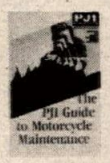

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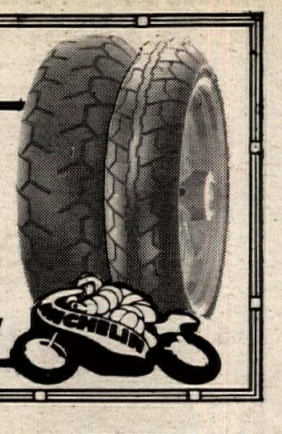

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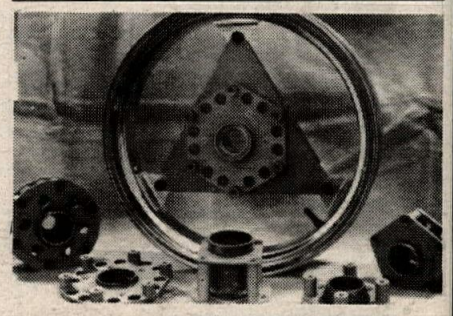

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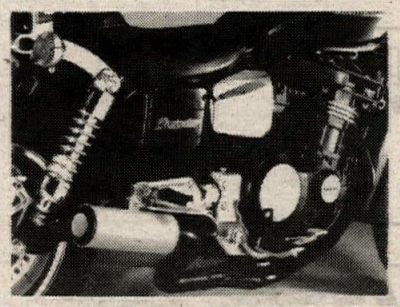

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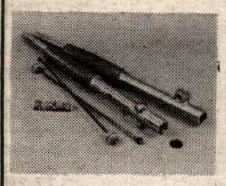

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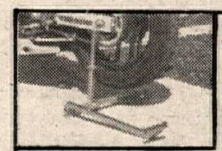

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In the WIND

BY PAPA WEALEY

(Continued from page 4)

the Camel Challenge at Hagerstown on a Hank Scott-prepared "Harley-Davidson." Wrong! Chandler was riding the Bob Donabedian-owned, Scott-tuned Honda. To compound the error, Papa picked up on that misinformation and referred to the Donabedian/Scott bike as a Harley in an In The Wind item. H-o-n-d-a. H-o-n-d-a. H-o-n-d-a . . .

The Motomex division of Acermex recently received exclusive distribution rights of Yamaha motorcycles for Mexico. Plans call for the distribution of 7000 imported units, plus 5600 units assembled in Mexico. Acermex, through its Motocicletas Carabela division, also manufactures Carabela motorcycles, with an average production volume of 14,600 units per year.

Bob Hannah wasn't the only retiree at the 250cc U.S. MX GP at Unadilla Valley Sports Center July 9. AMA senior referee Rick Titone also retired at the end of the day, following an 18-year career. According to Titone, business pressures forced him to step down. "I don't have time to do the job right, so I shouldn't do it, said Titone." Titone said that he may still work an occasional race if he is needed to fill in.

Hannah got a message via a pit board signal from mechanic Mike McAndrews that fired him up during the first moto at Unadilla. The message said Broc Glover was the next rider in front of him. "He should've written 'Let Broc by'," said Hannah. "I would've cracked up and fell off." In 1977, Keith McCarty, then Hannah's mechanic, gave Hannah the infamous message which allowed Glover to take the 125cc National Championship from Danny LaPorte.

Jeff Stanton won the 125cc Support class at Unadilla despite not having practiced Sunday morning. He did get some track time in during Saturday's session, but didn't realize the schedule he received by mail with his entry form had been changed, causing him to miss race day's practice session.

Kawasaki's Jeff Ward missed the U.S. GP at Unadilla when, according to his mechanic Tom Morgan, tendonitis flared up in his right wrist. "Jeff rode a lot before the (July 2) Red Bud National and his wrist is sore and he has no grip," said Morgan. Morgan wasn't about to just sit and watch, so he helped prepare the Kawasaki that Germany's Roland Diepold rode in the event.

Ray Tetherton, Team Suzuki mechanic for Erik Kehoe, also found extra time on his hands at Unadilla when Kehoe scratched from the event due to a dislocated elbow suffered the previous week at the Buchanan (Michigan) National MX. Although Tetherton did help his Suzuki teammates, he was found at the back section of the track during a practice session so that he could catch some of the action on the track.

The AFM has canceled its August 5-6 road race meet at southern California's Riverside International Raceway. They hope to reschedule the event for later this season.

Road racer Richard Moore has joined John Lassak Racing for the remainder of the 1989 season, and will ride with bike and leathers done up in yellow Lassak Racing colors. Moore has received limited tuning help from Lassak on his '89 Yamaha TZ250 since the beginning of the season, and says that the biggest benefit is he'll now no longer have to do everything at the races by himself. Moore opted to skip the recent Road America round of the Castrol 250cc Grand Prix Series because he was too burned out: "I couldn't deal with all the work, so I went home after Loudon. I thought it was better to go home before I fell again. (He crashed at Loudon.)" Moore's next race will be the Suzuka Eight-Hour, where he'll team with Japan's Kenishiro Iwahashi on a Kawasaki ZX7.

The 1990 Daytona 200 may be over six months away (March 11), but that doesn't mean race preparations aren't already starting. Michelin will hold a two-day tire test session on Daytona International Speedway's 3.56-mile road course July 23-24. Veteran road racer Rueben McMurter of Canada tops Michelin's list of test riders heading for Daytona.

Papa doesn't know what to make of this bit of information that came in on his fax machine, but, whatever, here it is: Contrary to recent rumors, Team Green Central Technician Erick Poston will not be hearing wedding bells anytime soon.

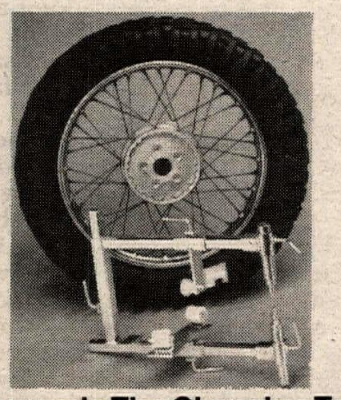
Yokohama personnel will be at the August 8-12 AMA National Championship Amateur/Youth MX meet at Loretta Lynn's Dude Ranch in Tennessee. They'll have their tire changing service going full bore and Yokohama tires will be available.

BT Racing will also be at Loretta Lynn's with a supply of Honda and Kawasaki parts, plus accessories and petroleum products.

The New England Sports Network is televising highlights of the AMA National Championship Road Race Series round which took place at New Hampshire International Speedway (Loudon) over the June 17-18 weekend. Next air dates are July 20 at 8 p.m. (Eastern time) and July 29 at 10 p.m. Cable TV's Prime Ticket in Los Angeles, Prime Sports Network in the Denver area, Home Sport Entertainment in Houston, Florida's Sunshine Network, Madison Square Garden Network in New York and Home Team Sports in the Baltimore/Washington D.C. area will each air the show four times in the near future. Check your local listings.

Bill Amick, communications director of the AMA's professional competition division, contacted us regarding an In The Wind item we ran a couple of weeks ago regarding operational changes at Laguna Seca for next year's road race GP. "The report accurately reflected the major points of discussion," said Amick, "but to state that all of the points have been resolved oversimplifies a complex situation." Amick said that the plan for the media services which has been proposed is not to relocate the press center from outside turn one to the paddock area, as we reported. Rather, it is to establish a paddock information/working area for the media to complement the existing facilities. Amick also said, "Your report got ahead of the facts regarding U.S. GP staffing. At Hockenheim, we found general consensus on areas where additional staffing is needed to improve services for both participants and the public. But how and where those needs will be filled, in a manner best serving the long-term interests of GP racing in America, has yet to be worked out." Amick said that the tone of several meetings held over the weekend of the West German GP was "constructive" and that "the exchange of ideas was frank and productive. There are no fundamental differences splitting the various involved parties. We look for an even better U.S. GP in 1990."

Revs, an Australian motorcycle newspaper, reports that Bob Barnard, the organizer of the Australian road race GP, owes $2 million (Australian) to several firms who were involved in the event. Revs reports that at least two creditors have filed with the courts in Australia. Barnard said he has arranged for financing with which to pay the debts, telling Revs that "everything is under control." According to the report, the total cost of producing Australia's first-ever motorcycle GP was $12 million (Australian), which included $3.5 million in capital works expenditure in upgrading the Phillip Island circuit. Barnard is considering seeking a grant from the Victorian Government, which turned down his request for financial aid prior to this year's GP. Barnard feels that the success of the event, which drew nearly 100,000 people, might change the government's mind. "It could be the Victorian Government will look at the event in a different light now," Barnard told Revs.



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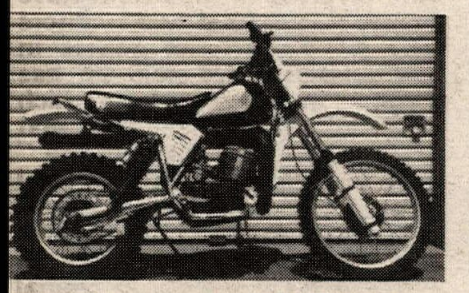

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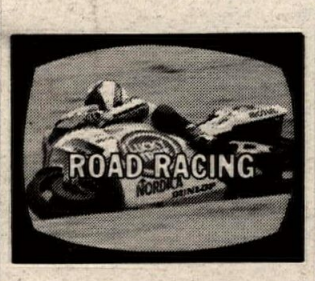

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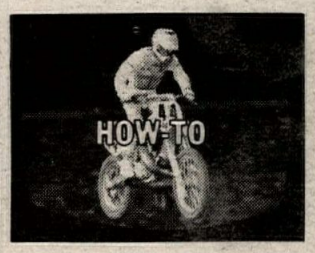

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